

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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### M. B. HELMER'S ELEVATOR, FOND DU LAC, WIS.

Our illustration shows a type of elevator common in the Central and Western states, where wide-awake dealers have been quick to see the advantages of a prosperous and progressive community as a place to establish a permanent grain business. The elevator presents a strictly utilitarian aspect, as is proper; for an elevator is designed primarily as an establishment for business. Nevertheless, there is something delightfully refreshing these warm June days, in the handsome cut presented on this page, with the white mantle of snow thrown over the surroundings.

Fond du Lac is a thriving town in one of the best farming districts of Wisconsin, and a center of population sufficient to develop a large business not only in grain, but in distributing those products which are so generally handled in connection with grain. The elevator and warehouses of M. B. Helmer are located on the tracks of the Chicago & Northwestern Railway, but can load out on the Wisconsin Central and St. Paul roads as well. In addition to grain, hay and seeds, Mr. Helmer handles salt, cement, stucco, fire brick, etc., as well as the entire product of the Fond du Lac Roller Mills.

The dimensions of the elevator proper are 36 by 48 feet; of the mill adjoining it, 50 by 132 feet. The elevator is iron-clad, and has a capacity of 60,000 bushels. It is provided with all the latest improved machinery for unloading, handling and cleaning grain, including Clark's Shovels, modern cleaners, Fairbanks track scales, hopper scales, etc. The elevator can unload 150 loads a day from farmers. The entire plant constitutes a very creditable outfit, and with its facilities reinforced by business push and sagacity has built up a fine business.

The Illinois State Board of Agriculture has decided to renew its prize offers for the 1898 fair

for the greatest yield of corn per acre. Applications for entry must be filed with W. C. Garrard, secretary, Springfield, Ill., before July 15.

When beans are offered for sale it is usually customary to make a deduction of about 5 cents a

### THE CANADIAN ELEVATOR BILL.

The effort to enact a new elevator law for Canada has apparently failed, at least, for the present session of the Dominion parliament. The original bill, as introduced, would not only have taken away about all the rights and privileges of the existing elevators, and have been a load on the railways by taking from them more or less control of their grain cars, but would have certainly discouraged the building of new elevators where needed.

The elevator and railway interests, therefore, united their strength, and were so successful as to prevent the passage of the bill in its original form. The father of the bill then agreed with these interests upon a compromise bill, which provides substantially for the erection of flat warehouses at the station by the railways for the use of farmers who wish to ship grain without sending it through the elevators. The farmer, therefore, may ship direct, but he is to be charged 50 cents per hour demurrage on his car if held for loading longer than two hours. The erection of the flat warehouses will enable the farmer to collect wheat enough at the tracks to fill a car, which he would have two hours' time to load before demurrage charges would begin.

This amended bill, which has been shelved for this session, it is understood, is satisfactory to neither party, the farmers thinking they have been deceived because of the demurrage charge, while the elevator man, whose restrictions now are in some respects burdensome, in spite of their privileges, feel that if the farmer "gets in this wedge the elevators may bid good-bye to their privileges."

The April expenses of the Kansas State Grain Inspection Department exceeded the receipts by \$352.88. It is the first month this year that the department has run behind.



M. B. HELMER'S ELEVATOR, FOND DU LAC, WIS.

pound on any dirt or imperfect beans from the market price; for instance, if the market price is \$1 a bushel, and a test shows that in a bushel of beans (sixty-two pounds) there are 3 pounds of dirt or damaged beans, a discount of 15 cents a bushel is made from the above price.



## THE OHIO GRAIN TESTER LAW.

On June 8, the Second Judicial Circuit Court at Springfield, Ohio, passed upon the validity of the Grain Tester Law, prohibiting the use of a tester smaller than half a bushel on the part of millers, grain dealers and shippers when buying grain from the original producer. The decision of the court was that the law was unconstitutional. If the case is appealed to the Supreme Court it will be fought there. The result has encouraged the grain dealers and millers of Indiana, who have a similar law in their state. There is little doubt that all such enactments, being of the nature of class legislation, would be declared unconstitutional if vigorously fought.

## A SAND ELEVATOR.

The mining of sand has of recent years become an important industry, especially at points where the sand is of a quality to make glass. At Ottawa, Ill., for example, large quantities of sand are elevated from the pit, and after washing and drying are loaded from the storage elevator into cars for shipment to the glass factories of the Indiana glass belt.

The plant of the U. S. Silica Company at Ottawa is said to be the largest of that kind in the world, having an elevator building with immense bins for storing dried sand, and its cupola for the elevating machinery, operated by a 100-horse power engine, also a 60-ton track scale, etc., which, with boiler house for six 175-horse power boilers, steam drying sheds, etc., makes a quite imposing elevator property, to say nothing of the "hole in the ground" from which hundreds of thousands of tons of silica have been taken in the past year or so and converted into glass.

## FLAX GROWING MOVING WEST.

The American Agriculturist recently called attention to a fact that others doubtless have noticed, to wit, that the flax crop has been steadily moving westward in search of a habitat. The plant being grown in America for the seed rather than for the fiber, it has been in the West a favorite crop for subduing the wild lands, and has been planted as the first crop following the breaking of the original sod of the virgin prairies, so that flax growing has been in the very vanguard of the agricultural development of the Northwest especially. This movement is quite graphically shown in the following table taken from the census compilations:

SHIFTING IN FLAXSEED PRODUCTION.

	1870. Bushels.	1880. Bushels.	1890. Bushels.
Ohio.....	631,894	593,217	145,557
Indiana.....	401,931	1,419,172	17,566
Illinois.....	280,043	1,812,438	35,013
Wisconsin.....	112,019	547,104	68,227
Iowa.....	88,621	1,511,131	2,282,359
Minnesota.....	18,635	98,689	2,721,987
Kansas.....	1,553	513,616	994,127
Nebraska.....	404	77,805	1,401,104
North Dakota.....			164,319
South Dakota.....		26,567	1,801,115

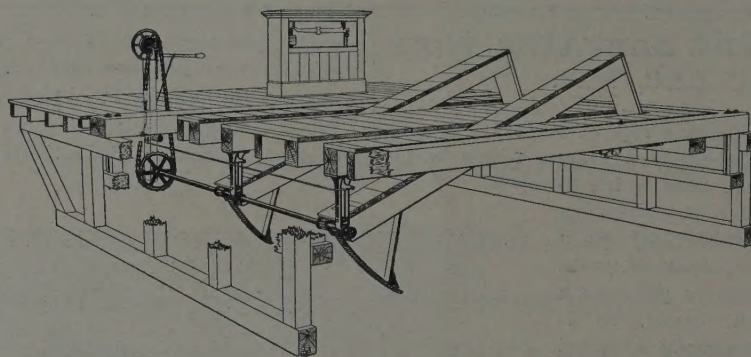
It will thus be seen that while, in 1870, Ohio was first in production, Illinois had usurped that place in 1880, and Minnesota in 1890. In the decade 1870 to 1880 the center of production shifted from Ohio and Indiana to Illinois and Iowa, with Indiana and Ohio immediately following; but in the following decade, while Iowa continued to hold second place, the states of South Dakota, Nebraska, Kansas and North Dakota had left the states east of the Mississippi far in the rear, Indiana being at the very foot of the list. Now that the raw lands have in a measure all been broken up, and the westward movement in that respect has been stopped for want of new ground to be subdued, the crop seems to be finding a permanent habitat upon the spring wheat lands of Minnesota and the Dakotas, which from present indications promise to grow substantially the whole of the crop.

In this connection, it may be of interest to know that an English textile paper has called attention to the remarkable fact that in Ireland

the home of the linen industry of the world, flax-growing is a diminishing industry, notwithstanding the Flax Supply Association of Belfast, the center of the linen factories, has taken unusual pains to promote flax culture by supplying the Irish producers with a high grade of seed, and by disseminating among them scientific knowledge of the methods of successful flax-growing. Yet it appears that while in 1880 there were in Ireland 157,534 acres under flax, that total had fallen to 67,487 in 1893; and though high prices raised this total to 101,081 acres in 1894, in 1895 it had fallen to 95,203 acres; to 72,253 in 1896, and to only 60,000 (estimated) in 1897. This remarkable decline has not been as yet satisfactorily accounted for.

## THE EVANS DUMP.

The Evans Elevator Dump has been designed by the Link-Belt Machinery Co. of Chicago, especially for heavy duty. The purpose kept steadily in view was to combine all the necessary elements of safety and control with simplicity of construction, in order to avoid the expensive and cumbersome timber work which dumps designed for handling the heavy loads of grain drawn in some parts of the Northwest have hitherto required. It will, therefore, be seen from the accompanying outline illustration and the description following that the purpose desired to



THE EVANS DUMP.

be accomplished has been quite successfully attained.

The pivoted iron supports from the ends of the rails shown in the foreground are operated by a cross rod which is connected with a weighted bell crank lever, so arranged that when in normal position the supports form a self-locking device under the ends of the rails. This lock is thrown out of engagement at will by the pressure of the operator's foot on the treadle, which is shown extending up through the floor. Besides the hand wheel for operating the lowering mechanism, there is a strong hand-brake under the control of a lever of good length, which is notched for the catch rod, so that the operator can lower a heavy load part way and lock it in position until it is desired to lower it further to discharge the balance of the load, thus facilitating the work of unloading and reducing the liability of scattering or wasting grain. The guards extending downward from the front ends of the rails prevent the horses from stepping back into the openings left by the ascending rails, or being struck by the ends when the rails ascend as the wagon resumes the horizontal position. The Evans Dump, therefore, puts into permanent and simple iron form the large and perishable woodwork formerly necessary; and while the price is apparently greater than that of the other forms of dump, the saving of "hardware" and other etceteras, furnished with or not needed by the Evans, as well as the difference in the cost of erection, is said to reduce the actual cost of the Evans below that of other heavy-work dumps in common use, the price for the Evans Dump complete, including hardware, working drawings and memorandum of lumber needed, being \$45.

The Evans Dump has been thoroughly tested in practical work, through last season, by such elevator builders as J. L. Record and Barnett & Record of Minneapolis, who have been so well satisfied with them that they have adopted them for their future work. The strong points of this dump, as developed by practical experience of users, are the following:

(1) Safety, as secured by the perfection of the controlling devices, the self-locking device, the friction brake, and the protected ends of the rails as well as the iron construction, which have united to reduce the elevator man's bills for damages to horses wagons and scales; (2) economy in cost of construction and maintenance and of time and labor for both elevator man and farmer; and (3) the space under the dump and scales, being open, is accessible for cleaning out any grain that may leak through the platform, and for avoiding obstructions to scale levers.

## THE BOSTON ELEVATOR FIRE.

It has been ascertained that the fire which wrecked the Fitchburg Railroad Co.'s elevator on April 17 by an explosion started in an unsprinkled grain pit, unprovided with automatic alarm. From the grain pit the fire ran up a wooden belt leg to the top of the elevator, where it communicated with the bins from which the grain was distributed to the vessels in waiting. A new elevator will be constructed in which the deficiencies of the old equipment will be corrected. The tremendous rapidity with which the fire caught is evidenced by the fact that the watchman smelt fire and located it is the grain pit. He immediately pulled a manual alarm, and requested an assistant to repair to the

dynamo and turn on the electric current, so that the lights might be turned on when the fire department came, and simplify its task. But before the assistant could reach the dynamo and turn on the current the explosion occurred.

## ELECTROCUTING THE RATS.

The rat question is always in evidence about the elevator, and their extermination is a theme and a source of perennial floods of advice and devices; but a commission man in Philadelphia has suggested one more device worth repeating. Poison, the cat, the ferret and divers and sundry other cures had all been tried in vain, when the following idea occurred to him. Water could be had at only one place in the building, so a number of shallow baking pans were filled and placed on the floor near the hydrant. These were then connected with a high voltage wire that supplies the place with electric light current. When the unsuspecting rodents came to drink, they were simply electrocuted. The plan is said to have been a highly successful one.

A car of new Texas wheat was brought to Chicago on May 28, which is said to be the earliest arrival on record.

On May 25 a St. Louis commission firm received a bill of lading for a car of new wheat from McGregor, Texas. The shippers said the car of winter wheat was of fine quality, and that harvesting was in full blast in his vicinity, thus showing a remarkably early season.

An ordinance has been drafted at Buffalo, N. Y., and will probably be passed by the Council, which compels anybody engaging in drying moist or damaged grain to secure an annual license from the mayor. The cost of the license is \$50, and it must first be approved by the department of health. It does not apply to brewers or maltsters.



## A CANADIAN ELEVATOR TOWN.

The development of the far Northwest in the past two decades has been a continual marvel to those who have been in the habit of thinking that about the forty-third parallel is "far enough north, and cold enough, for them." But only a robust, energetic people are fit to own a country whose climate, for a part of the year, at least, is a thing to be fought along with the other impediments a man finds in his way in this world. And that is the kind of people the Northwest, on both sides of the line between the United States and the Dominion of Canada, has attracted to itself; and, indeed, the people of the two countries are in business enterprise so much alike that, superficially, at least, one has difficulty in feeling that there is, in fact, a dividing line. The northwest provinces of Canada, like the northwestern states of the United States, are sprinkled with fine farms, with their prosperous owners, who, in the past few years, have been rapidly paying off their indebtedness contracted when pioneers and settlers, and the thriving market towns testify to the industry of the farmers and the resources of the country.

A typical town of this class in Manitoba is the

string of six grain elevators and a good grist mill, the competition among which insures an active demand for all kinds of grain at current prices. It is seldom that one meets with a better evidence of the farmer's prosperity or public solicitude for his trade. The picture reminds one of the lines of moderate sized elevators, which might have been seen 30 years ago in the Illinois canal towns, before railways had multiplied, when grain came into the canal towns from the rich lands of Northern Illinois, often from a distance of 30 or 40 miles—a trade which has since been divided up among innumerable smaller railway towns, villages and hamlets.

## THE ST. LAWRENCE ROUTE.

The rush of grain from the West via the Ontario and Parry Sound Railway, a new route opened across the northern part of the province of Ontario, for shipment from Montreal, has suggested to Canadians the possibility, not to say probability of revolutionizing the wheat carrying trade to England. It is shown that wheat bound for Europe, even from the most northerly wheat fields, must go north to reach its destination. If shipped from Fort

## WHO MUST STAND LOSS BY FIRE OF WHEAT SOLD BY SAMPLE?

The pivotal question to be settled in order to determine this is as to who held the title at the time the wheat was consumed. This is what the Supreme Court of Oregon sought to do in the recent case of Wadhams & Co. vs. Balfour, 51 Pac. Rep. 642. Here a carload of wheat had been sold by sample, but was destroyed by fire in the freight yards, before being switched to the dock ordered by the purchasers, to whom the bill of lading had been delivered after having been indorsed in blank, and before the wheat had been inspected by them. The trial court found that the title passed by the indorsement and delivery of the bill of lading.

But the Supreme Court says that this was a conclusion of law, to be deduced from the findings of fact. It holds that if the contract entered into was a mere executory agreement, or one to be performed in the future, the wheat was at the risk of the sellers; but, if it was a bargain and sale, the risk was with the buyers. In determining whether the contract passed the title, the court says that the primary consideration was the intention of the parties thereto. A presumption of law prevails that if some-



A CANADIAN ELEVATOR TOWN—VIRDEN, MANITOBA.

little town of Virden, which, with its 1,200 busy inhabitants, is situated on the Canadian Pacific Railway, 180 miles west of Winnipeg. It is the principal town of the county of Dennis, with an area of 968,000 acres, the first settlements in which began in 1881, when the Canadian Pacific Railway entered the county, bringing with it a hardy and industrious class of settlers who have been increasing in numbers and wealth ever since. As in all newly settled districts of the Northwest, wheat growing was at first the principal industry; but later the farmers began paying attention to stock, shipments of which are rapidly increasing. It appears, however, that there are now upward of 1,600 farmers in Dennis County growing wheat, whose shipments from the country for the past four years, 1894 to 1897 inclusive, have amounted to 5,910,000 bushels, or an average of about 1,500,000 bushels per annum.

Virden, the chief market town of Dennis County, has been blessed with a harmonious board of trade—a rare institution, let it be said, in small towns—which has enjoyed the reputation of being "the most active and business-like organization of the kind in Manitoba, outside of Winnipeg." It has been the business of this organization to promote the general good of Virden and Dennis County in such ways as are possible to such an association; and our illustration on this page, for which the publishers are indebted to "The Commercial" of Winnipeg, shows that in at least one important line of their duty, that of providing facilities for properly and rapidly handling the grain products of the county, they have been entirely successful—the picture showing a

William via New York, it has to go south 450 miles before starting north; from Duluth, 330 miles, and from Montreal 290. The nearest approach to a straight line from the western wheat fields to the sea, then, being the Parry Sound road from Duluth and Fort William to Montreal, and the next best the Canadian Pacific line from the Soo to the same city, these lines would seem to be the natural, and therefore the best routes for wheat to take across the ocean.

But, as everyone knows, the "natural and best" route is not by any means the one that gets the business, to hold which depends rather on rates, facilities of the transportation lines and the ports for handling the freight, and all those other factors not visible to the naked eye, which have a seemingly malicious propensity for upsetting the cocksure lucubrations of the theorist. However, Montreal's grain shipments of last year were 27,000,000 bushels, an increase of 8,000,000 over 1896, and it is estimated that this total will be increased to 40,000,000 this season.

And suppose Col. Leiter did lose \$1,000,000 or so. The world-wide, cloud-capped, star-studded celebrity which he won is worth the price to any young man with his expectations.

A grain commission house (bucket shop) recently started up at Kingfisher, Okla., and a local editor very frankly warns his readers that chuck-a-luck is a safer game. A small ad. generally "fixes" the editor, but in this case the ad. appears not to have been forthcoming, or else they "touched" the wrong man.

thing remains to be done for the purpose of testing the property, or fixing the amount to be paid by weighing, measuring, or the like, or of putting the property into condition for final delivery, the title does not pass until the act is done. But this presumption may be overcome, and the intention of the parties will prevail as against it. And there exists also a counter presumption that where the specific thing is agreed upon, and is ready for immediate delivery, the contract is an actual sale, and transfers title at once.

So the Supreme Court holds that the delivery in this case, being evidently as good and complete as the circumstances of the case would admit, was sufficient to pass the possession and title, and satisfied the requirements of the statute of fraud. And while a sale by sample is attended with an implied warranty that the bulk is equal in quality, or in kind and quality, to the sample exhibited, which also implies that the buyer shall have a reasonable and fair opportunity of comparing the bulk with the sample, and of determining for himself whether it is or not, the court concludes from the course of past dealings between the parties, especially that of the buyers inspecting after receipt of the grain and adjusting the differences arising therefrom, that here the inspection was made a subsequent matter to the passing of title, with remedy by rescission of contract, but rendering the buyers liable in such a case as this for loss by fire, when inspection was made impossible.

Wheat may be scarce, but the stocks of flour are quite large at all the centers.



## IN THE COURTS

In the case of the Vega Steamship Co. against the Consolidated Elevator Co. of Duluth to recover \$683 for an alleged shortage in a wheat cargo, Judge Moer instructed the jury to return a verdict for the defendant.

Edgar H. Richardson has sued the United Elevator Co. at Kansas City for \$5,000 damages. He alleges that while working for the company, and while opening a car door with a crowbar, the latter broke, causing him to fall and injure himself.

The Middle Division Elevator Co. has commenced an attachment suit against August Speigle of Anchor, Ill. It is claimed that the defendant sold 8,000 bushels of corn to the elevator company on February 11 and failed to deliver it at the time agreed upon, whence damages of \$720 are claimed.

The case of Ruffcorn versus the C., B. & Q. R. R. has been settled and dismissed from the Iowa courts. Ruffcorn was a grain buyer, and had branches at various points along the Burlington road. He claimed that in making shipments he was discriminated against in favor of other buyers, and he sued to recover the alleged difference in rates.

A Chicago grain broker was sent to jail for six months by Judge Grosscup for "contempt of court." The contempt was of a peculiar kind. A year ago the judge issued an injunction against the broker and some others prohibiting them from interfering with the Western Union Telegraph Co. Some time ago the broker was discovered working the wires at Grant Station, Ind. Hence the jail sentence.

In the test case of Lafayette Tanner Sr. against Edward Mezger, the Dwight, Ill., banker and grain buyer, who failed last winter, for \$600 on grain and deposits, the court at Pontiac, Ill., ruled that W. J. Pope, the Chicago commission man, be discharged from accountability as partner, agent or otherwise, and judgment will be taken against Mezger alone in the thirty similar cases against him.

When the patent right suit was decided against the Charles Pope Glucose Co. in favor of the Chicago Sugar Refining Co., 30 days were allowed the defendants to change the machinery of their plant so as to avoid infringement. The plaintiffs went before the Circuit Court of Appeals and asked for a mandamus on Judge Grosscup compelling him to issue the restraining order at once. The court sustained Judge Grosscup's ruling on June 3, allowing the 30 days to change the machinery.

Andrew Cunningham and C. F. Crosby, two of the heavy shareholders in the Short Risk Grain Indemnity Co., have filed a petition in the District Court at Minneapolis for the appointment of a receiver to wind up its affairs. The purpose of the company was the insuring and protecting from day to day all persons handling grain against loss by changes in price or shrinkage in value while in the course of transportation. It is stated that the company has not done any business for a year.

The Supreme Court of North Dakota has decided the case of O'Leary vs. the Brooks Elevator Co. of Hillsboro. The plaintiff was an 11-year-old boy who was caught in the tumbling rod of the elevator shaft and lost a leg, being frightfully mangled. The boy had been directed by his uncle and guardian to approach the rod to get a cane that was dropped by his uncle, and was thus caught. The court finds that torts of minor are not escaped by him, even though he was acting under the direction of his guardian, and that he cannot recover damages of \$20,000, for which he sued the elevator company.

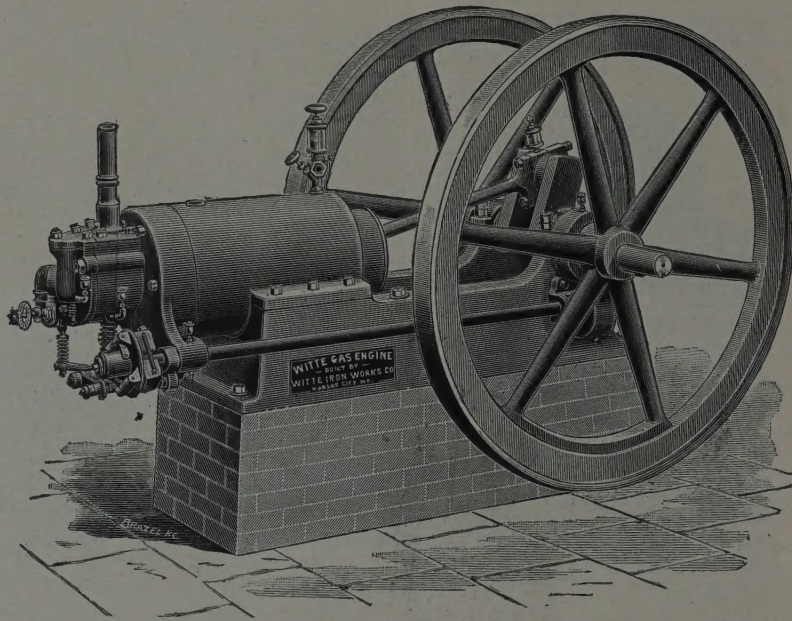
William E. Reed, grain dealer operating at Berryville and Gaylord, Va., has recovered in a suit against the Norfolk & Western Railway Co. In August of last year Reed shipped two carloads of wheat to Locust Point, Baltimore. These cars, when started from Gaylord, contained 1,000 bushels each; but on arrival at destination, one car was short 272 bushels, and the other 172 bushels. The railroad company claimed that in accordance with the terms of the contract of shipment, notice of the

loss was required to be given within 30 days; and that as Reed had not done this, the company was not liable. The jury thought otherwise, and gave a verdict for \$359.54, the amount claimed by the plaintiff.

## THE WITTE GAS AND GASOLINE ENGINES.

The differences between the various makes of gas and gasoline engines have become nowadays one of detail of construction, the principles on which most high-grade engines are operated being substantially the same. The vital points for examination, when one is about to buy, are the governor, the gas or gasoline mixer, and the manner of igniting the gas and air. When a gas engine gets "cranky" and "acts up," or consumes more gas than it should, it will generally be found that the difficulty is in one of these three parts.

In the engine herewith illustrated, which is built by the Witte Iron Works Co. of Kansas City, Mo., the perfection of these points of construction has been kept steadily mind, and this engine seems to be one of the comparatively small number of such machines which has kept up with the times. At



THE WITTE GAS AND GASOLINE ENGINE.

any rate, it has been on the market and in successful operation for over ten years, and during all that time the aim of the builders has been to reduce to a minimum the weak points and the necessity for repairs, as these have been made apparent by usage, and the experience of the average operators. The Witte Engine uses gasoline in its raw state, which is fed from below the engine; and is now offered with both tube and electric igniters. It is supplied with pulley of any size desired, on either side of the engine. Further information, with testimonials of users, if desired, will be furnished by the builders.

Rats are said to be so abundant in Brazil that the giboya, a domestic snake, is sold in the markets, and is kept in the houses as a protection against rodents. This snake appears to pursue its prey for amusement, as it rarely ever eats the rats. Its habits and attachment to its master's premises is said to be very similar to that of our domestic cat.

At the last monthly meeting of the New York Chamber of Commerce a resolution was adopted requesting the committee on foreign commerce to investigate the extent of commercial education in European countries, and its effect upon the development of commerce, and report whether any of the methods pursued in such educational institutions abroad are desirable and practicable in this country. Another resolution was also adopted to the effect that Congress should provide the small appropriation necessary to permit the Department of Agriculture to present the merits of corn and corn flour as a food staple to the people of foreign countries at the most propitious time.

## THE COST OF RAISING CORN.

The perennial topic, the cost of producing a bushel of corn, has again been taken up by some of the agricultural papers. It is all interesting enough, but the main trouble in the solution of the problem would seem to be the difficulty of getting accurate data as a basis for the calculations. To get the cost of a bushel of corn produced by some "fancy farmer" under abnormal conditions would be of but little practical or economic value; while cost as figured from the farmer's usual "rule of thumb" data would hardly be of more value. Farmers unfortunately are not, as a rule, as good bookkeepers as they should be, and necessarily their estimates of the cost of their operations are, under the circumstances, rather under suspicion from point of their accuracy and trustworthiness.

The Experimental Station of Illinois, however, recently undertook to find what it cost to produce a bushel of corn in Illinois, and to that end sent out 900 circular letters, to which 316 replies were received, coming from nearly 75 per cent. of the counties of the state, and representing 16,603 acres, with an average yield of 54 bushels. The expense included cribbing, rent for land and cost for

seed, the two latter being figured as practically uniform throughout the state, with the result that on this basis the cost per acre was \$8.75, or 16.1 cents per bushel. The lowest county average was 11.03 cents in Edgar County, and 38.08 in Edwards County.

Another similar estimate of cost has been reported to the Kansas Farmer by the Standard Cattle Company, covering a series of nine years, 1889 to 1897 inclusive. The operations of the company covered from 1,485 to 2,717 acres per annum, with an average of 1,865 per annum, giving an average yield of 37.2 bushels, at an average cost of \$6.28 per acre, or 16.9 cents per bushel. This statement has been criticised, not for the excellent showing made, though it is not so good as the Illinois exhibit, but because the constant element of rent has not been treated as constant throughout the entire series of years named, nor made applicable to all the lands. It appears, however, that the compiler of the Standard Cattle Company table, Mr. Davis, recognizing that this inconstancy in his statement of the constant features of any such estimate invalidated the accuracy of his results, has made a computation eliminating the question of rent entirely, with the result that the cost per acre is thereby reduced to an average for the nine years of \$5.68 per acre, and the cost per bushel of corn to 15.2 cents, which would mean simply the cost of growing corn on the farm in question, which is something tangible, and a useful contribution to the discussion in hand.

It is interesting to note that this cost of growing corn on the Standard Cattle Company's farm in Nebraska ranged from 26.7 and 26.5 cents per bushel in 1890 and 1894, as low as 12.2 cents and 10.8 cents



in 1889 and 1896. The years 1890, 1894 and 1891 were the most expensive years in the order named, and 1896, 1889 and 1897 respectively the least so, giving a range of cost between 26.7 and 10.8, not including rent charge.

### BUFFALO GRAIN RECEIPTS.

The early opening of lake navigation this season, coupled with the general activity in forwarding

### ARMOUR ELEVATOR "D" ON FIRE—AND AFTER.

As a spectacular performance, the burning of the Armour Elevator D, on the south branch of the Chicago River, at Morgan and Twenty-second streets, Chicago, at noon, on May 13, was hardly up to the grade of an evening exhibition of like character, for obvious reasons. However, the pictures of the building taken when on fire and of



VIEW OF ARMOUR ELEVATOR "D"—TAKEN WHEN ON FIRE.

grain to the Atlantic ports, immensely stimulated the grain movement through Buffalo during April last, when the receipts were the largest on record for that month, having been 28,526,757 bushels, compared with 8,720,323 for the same month a year ago, divided as shown by the following table:

	1897.	1898.
Wheat.....	1,320,989	5,637,995
Corn.....	2,999,418	12,363,474
Oats.....	2,286,351	7,553,737
Barley.....	1,326,906	2,077,418
Rye.....	530,601	1,746,600
Flaxseed.....	256,057	247,533

It also appears that two record-breaking cargoes arrived, one of 331,993 bushels of oats, and one of 225,670 bushels of corn.

A local paper called "Greater Buffalo" notes the fact that the New York Central and West Shore (Vanderbilt) roads handled 62½ per cent. of these receipts, having anticipated the opening of the Erie Canal to reduce rates to canal basis, the date of the canal opening being May 7, although the enlarged canal is not yet ready for business.

The Buffalo elevator pool expired April 1, but was three times extended for eleven days at a time to May 4, pending a settlement of the sharing question. The Western Elevating Association, controlling 19 elevators, however, maintained their rates and did a large part of the business. Two elevators formerly members of the Association withdrew April 1, and have since been operated independently at cut rates, making five houses, including the three built last season, now in the city operating outside the pool.

One of the yellow journals of Gotham is printing a series of attacks on Mr. Jos. Leiter as a sort of editorial cereal story.

Shipments of wheat from Portland, Ore., continue to surpass anything in her history. During the month of April over 1,500,000 bushels were sent out, making the wheat export for the season of 1897-98 nearly 17,000,000 bushels.

The cerealine mills, the starch works and the hominy mills, which use 12,000 bushels of corn a day, were out of the market last week, the three plants having stocked up heavily the last few weeks.—Indianapolis Journal, May 30.

the subsequent ruins given on this page are corroborative evidence of the entirely successful nature of the performance, from the point of view of our old newspaper friend, "the fire fiend," who succeeded, within four short hours, in reducing the value of something like 1,200,000 bushels of grain of various kinds, worth, say, \$750,000, to a miscellaneous pile of damaged stuff which Armour & Co. are now selling all over the West as job lots of feed



RUINS OF ARMOUR ELEVATOR—THE DAY AFTER THE FIRE.

at \$1.50 a ton and upward. The elevator, with a capacity of 2,500,000 bushels, owned by the C. B. & Q R. R., was valued at \$180,000 and was insured.

How the fire originated is not known. Smoke was first observed by the grain inspector issuing from the tunnel shaft connecting with the annex; and before a stream of water could be thrown from the fire pump, the fire had spread to the top of the annex, and the plant was doomed, in spite of the efforts of 46 steam fire engines and two fire boats to the contrary. It is stated that a bin-tender on the top floor escaped by throwing himself into the

grain chute and taking that unusual route to terra firma.

### MUTUAL INSURANCE FOR GRAIN DEALERS.

[A paper read by W. L. Barnum at the meeting of the Illinois Grain Dealers' Association at Decatur.]

Insurance may be defined as the contribution of the many to pay the losses of the few.

Fire insurance is divided into two classes. The one a money making business; the other a money saving business; but, in either case, the insuring public always foots the bills.

Stock companies are formed for the purpose and with the expectation of making money for their stockholders; that is the object, and the only object of their organization, whether they be for banking, insurance, manufacturing, merchandising or any other purpose. To make money is the only aim.

Mutual companies are formed for the purpose of saving money for their members. That is their object; whether organized for banking, life insurance, or fire insurance. Nearly all the oldest and strongest savings banks in the New England states are upon the mutual plan. A great majority of the oldest, largest and strongest life insurance companies are operated upon the mutual plan, and, in the older states, a large proportion of the fire insurance upon manufacturing plants is written upon the mutual plan.

Rhode Island is eminently a manufacturing state. Last year there was received by all the joint stock (so-called board) companies \$1,041,917 in cash premiums, while the mutual companies received \$3,481,586. The stock companies paid \$600,049 losses, while by the mutual companies the losses incurred were only \$429,198. The amount of risks written by the stock companies was \$107,052,001, while the mutual companies wrote \$412,454,223. The ratio of losses to premiums was in stock companies 57.6 per cent., and not one dollar of the profits was returned to the insured; while the ratio of losses to premiums in mutual companies was only 12.3 per cent., and all the profits, after setting aside a small percentage to provide for extra large losses that might, in the future, occur, was returned in cash to the policy-holders, as dividend; thus making the insurance cost the mutual policy-

holders only about one-half what the same insurance would have cost in stock companies,

The difference in the expenses of conducting the business on the two plans is largely in favor of the mutual companies, and is itself equal to a large cash dividend.

The board companies must pay taxes on the capital they never expect will be used; pay dividends to their stockholders, much larger than the interest received on their investments; support large and expensive offices, both at home and in different parts of the country. Where they have general agencies and a large force of office and field men;



pay large commissions to their local agents, heavy taxes and incidental expenses which consume a large portion of their premium receipts.

On the other hand, a mutual company, and especially the Millers' National Insurance Company of Chicago, is not liable for, and does not pay taxes on capital stock; does not pay cash dividends to stockholders for the use of their funds and names; does not support large and expensive offices in different states, and does not employ general agents throughout the country, thereby saving for its policy-holders a large percentage of the cost of their insurance.

Stock companies writing exclusively through agents insure anything and everything for almost any amount desired by the applicant. The agent is only interested in the amount of money he can make out of the risk, so the larger the amount of insurance, the more his commissions amount to. Being only interested in his commissions, it is only natural that he will make for himself all the money possible, even to the insuring of property only valuable to sell to the underwriter.

On the other hand, the Millers' National Insurance Company confines its business to insuring the better class of flour mills, grain elevators, warehouses and manufacturing risks, which have been examined and approved by one of its salaried inspectors, who are experts, and have no interest in recommending undesirable risks. The poor risks, those most likely to burn from any cause, he rejects. Thus in insurance, as in everything else, the best and safest risks are better than the average risk, and the average risk is better than the poorest ones. Now, it follows that, if we grant insurance only on the better and safer class of any kind of risks, the burning cost will be much less than if we had insured them all. By close inspection and judicious selection, looking to the owner, as well as to the property insured, we again save for our policy-holders the difference in the burning cost between good and bad risks.

The board companies say that the Millers' National is not a fire insurance company, but is a fire prevention company; well let it be so. If we can, by close inspection and recommendations to the owner, be instrumental in having the risks so improved and cared for that they do not burn, it will cost our members comparatively nothing for insurance. The safer our risks can be made, the less it costs our members for their insurance, the better we will all be pleased. The economy of mutual insurance is so apparent it hardly seems necessary to use further argument to satisfy intelligent business men of the fact.

The successful experience for 10, 15 or 20 years of any kind of business may safely be taken as a precedent. Under like conditions with the same management, and with ample funds, what has been accomplished in the past may reasonably be expected in the future.

The Millers' National Insurance Company, I doubt not, has had more experience in insurance of grain elevators and contents than any other company in this country. It, for nearly a quarter of a century, has made a specialty of that kind of insurance. It has diagrams, surveys and reports made from personal examination by its experienced salaried inspectors of probably more grain elevators than any other company in the world.

These inspectors have, for years, at least, annually visited our risks and have examined thousands of elevators. They have learned the defects; what is most likely to cause a fire, and some of you have doubtless been surprised to be shown defects in your own elevators, to learn how easily and cheaply they could be removed, and well pleased when the suggested improvements had been cheerfully made, and you could see, with your own eyes, that you had a better and safer risk.

Having shown the economy of mutual insurance, and why it costs less than board companies, let us look to the protection offered, for we do not want to try any experiment.

I hold that an insurance policy in a company that is not able and willing, under all circumstances, to fulfill its part of the contract, should the contingency insured against happen, is worse than no

insurance at all. You want insurance that insures; that is absolutely safe; for should you be so unfortunate as to have your property destroyed by fire, you must feel certain that the claim will be honestly and fairly adjusted and promptly paid.

The ability of the Millers' National Insurance Company to meet its liabilities is shown by the per cent. of assets to risks in force.

The insurance superintendent of this state, in his last annual report, states that the average assets of all the joint stock fire insurance companies of this state, of other states and of foreign companies, reporting to his department, is \$1.38 for each \$100 or risks in force, and that the per cent. of net assets to risks in force of the Millers' National Insurance Company is \$16.52 for every \$100 at risk.

As losses may be more frequent in one year than in another though the average is nearly the same, the Millers' National Insurance Company issued its policies for the term of five years, subject to cancellation pro rata by either party at any time.

As a basis for assessments levied during the five years, a deposit note or contingent liability is required for the sum of five annual premiums. The deposit notes or contracts are neither negotiable nor assignable. They draw no interest, nor are they taxable. They can only be used as a basis for assessments for the losses and expenses of the company, so each will pay his just share. He cannot, in any event, be called upon to pay more to this company, during the five years, than he has paid to board companies during the past five years; while the experience of more than 20 years proves that the cost will be only about one-half.

On the issue of our policy a cash premium is required equal to 10 per cent. of the deposit note, as a contribution to the permanent fund, for the payment of losses and expenses, as they occur. It is invested in first-class securities, so that it may be available at all times, and yet be absolutely secure. The interest on the investment is applied on the expenses, and thus inures to the benefit of the policy-holder, by reducing assessments.

When a loss occurs and the amount due under our policy is ascertained, it is paid from the permanent fund and an assessment is made upon the deposit note of every member whose policy was in force at the date of the fire, for its proportion of the loss.

The collection of assessments is made semi-annually, according to the date of each policy, to replace in the treasury the amount taken therefrom, in payment of losses. The insured pays for no losses until after they have occurred, and then only his equal share with all others.

The profits of the business are retained by him in the savings made on the premium he would have paid to other companies. The business which this company has done since its organization would have enabled it to return to its policy-holders an average cash dividend of about 50 per cent., had it received the full premium charged by stock companies during the same period of time.

We do not employ local agents. All policies are issued from the home office in Chicago. Those having well constructed and good paying elevators, desiring to avail themselves of the advantage of this company, are politely invited to address the Millers' National Insurance Company, 205 La Salle Street, Chicago, Ill.

Some Southern papers now want Mr. Leiter to take hold of cotton. They say if he will elevate the price of that staple to 10 cents a pound he can have the planters' votes for any office he wants to ask for.

That the consumption of corn this year has been beyond precedent is admitted. The high price of wheat has led to more or less substitution of corn, especially abroad, and the price of live stock has stimulated feeding to an extent never before known. The tremendous run of hogs shows this to be so. Then again oats have been at such a figure for the last six months that in all parts of the country the percentage of corn fed to horses has been largely increased. This alone means a large consumption, and with planting materially delayed the outlook for corn is attracting considerable attention.—Chicago Inter Ocean.

## Trade Notes

The Chicago branch office of the Otto Gas Engine Co. has been moved to 360 Dearborn Street.

Charter Gas Engine Co., Sterling, Ill., writes us that business is good, with orders coming from all over.

The Cleveland Elevator Bucket Co. has been incorporated at Cleveland, Ohio, with a capital stock of \$30,000.

The Weller Mfg. Co. of Chicago has appointed the Willamette Iron Works of Portland, Ore., as its agent for the Pacific Coast.

The Witte Iron Works Co. of Kansas City, Mo., place us under obligations for a copy of their latest United States and Cuban catalogue.

Articles of incorporation for the Duvall Seed and Grain Separator Co. have been filed at Independence, Mo. The capital stock is \$200,000.

The New York Leather Belting Co. of New York City, with a capital stock of \$65,000, has been licensed to do business in Illinois with a capital stock of \$2,000.

In sending us a list of elevators under construction and repair, Seeley, Son & Co., Fremont, Nebr., say: "You will see that we are still busy and expect to remain so throughout the season."

Among recent shipments of gasoline engines by the Frontier Iron Works of Detroit, Mich., are a number of 40, 50 and 60 horse power Frontier tandem engines. They write us that these engines have proved especially successful for electric lighting, and mill work where a steady regulation is desirable, and the demand for them is constantly increasing.

The Riter-Conley Company of Pittsburg recently made for the Westinghouse Air Brake Company, at Wilmerding, Pa., a steel flag pole weighing 5,000 pounds. It is 118 feet in height, is made of ten pieces of steel pipe, with a diameter at the base of 14 inches, tapering to four inches at the top. It is placed in a cement and concrete foundation 18 feet deep.

From the Erie Gas Engine Co., Erie, Pa., we have received a copy of their handsome catalogue of their gas and gasoline engines. It is a very creditable piece of trade literature, and contains full and intelligible descriptions as well as handsome illustrations of the engine and its working parts. Along with the catalogue came some facsimile reproductions of testimonial letters from users of these engines.

Huntley Mfg. Co., Silver Creek, N. Y., place us under obligations for a copy of their handsome new catalogue of grain cleaning machinery and special cleaners. This is intended to supersede all former catalogues of the company, as well it might from its completeness and the excellent manner in which the different machines of the company are placed before the reader. The Monitor Separators, Oat Clippers, Corn Cleaners, Corn Shellers, etc., are well known to elevator men. Those who wish to post themselves in regard to an excellent line of cleaning machinery should send for this new catalogue, which will be mailed free on request.

A commercial invention of decided practical convenience in its purpose and operation has been brought forward by Clark Chase of Fall River, Mass.—an apparatus of simple construction, designed to unload coal or grain from vessels and convey it into bins in yard or shed or into other vessels. The bucket or scoop of the machine is worked upon a wire cable and can be moved at any angle, and among the advantages claimed for the arrangement prominence is given to the fact that it will raise coal fifty feet in the air, carrying it 500 feet distant, then lower it to the surface and dump it without any breakage, this being, of course, a very important gain over the usual method. It will also take up the same coal and carry it back into the vessel when desired, or load it into cars or teams, carrying it in any direction. It will likewise take coal from any bin in the shed and con-



vey to a hopper, where it can be screened, thus saving all hand screening in the yard; and, in addition, is adapted for coaling ships from cargoes at sea or in harbor, and will take coal from piles at coal stations for deposit wherever desired.

C. B. Spicer, secretary of the Barnett & Record Co., died in Minneapolis on May 31, of pneumonia, after an illness of about 2 weeks. Mr. Spicer was a native of Hinsdale, N. Y., where he was born Feb. 6, 1860. After serving as civil engineer with some of the Northwestern railroads, he entered the employ of the Barnett & Record Co., where he proved an efficient officer. R. C. Hanna succeeds to the office of the deceased.

Saturday, May 21, the employees of The Case Mfg. Co. of Columbus, Ohio, raised a handsome silk banner over the shops of the company to attest the patriotism of the concern. When the project was first broached it was found impossible to secure a suitable banner, as every firm dealing in such insignia was swamped with orders. Nothing daunted, two of the employees, Miss Katie Sheridan and Mr. Robert Bryson, stated that they would make the flag themselves, and this they successfully accomplished, the starry emblem now floating over the works of the company amply attesting their skill. At 4 o'clock Saturday afternoon, May 21, on the premises of the company Mr. F. M. Peabody, in the presence of the assembled employees, made the presentation in an eloquent speech, which was feelingly responded to by Mr. Greene. The speeches of these gentlemen aroused the utmost enthusiasm among those present, which was further increased by the patriotic music discoursed by a quartet of the employees, Messrs. Frank Weaver, James Meers, Edward Roberts and James Carr. Mr. Newt Shough very capably officiated as master of ceremonies. Cigars were passed around, and under the management of the committee on entertainment, Messrs. Billingsley, Brown, Carter, Shaner and Gowans, everything passed off successfully.

### A KANSAS ELEVATOR.

The thriving city of Hutchinson, Kans., is located in the center of one of the rich agricultural districts of that state, and also, judging from the reported receipts of grain at Hutchinson, in a county where the population apparently devotes more time to raising corn than that something else, which has been said to be a good crop in some other parts of Kansas! In such a community there is always room for wide awake elevator men—men who must needs be wide-awake to keep up with the Kansas procession, when Kansas is on dress parade, as she has always been, as a farming state, and especially during the past year or two.

The premises of one of these wide-awake Kansas elevator companies are shown in the illustration of the elevator of the Kansas Grain Company, in which during the months of August to March past were handled over 1,000,000 bushels of grain. The house is a new one, having been opened only in August last, replacing the firm's original building which had been destroyed by fire, May 18, 1897. The main building is 36 feet square on the ground, and 75 feet high from the track to the top of the cupola, with annex 24x50 feet in size, 24 feet high from track to the eaves; driveway and dump, 12x36 feet; brick engine and boiler room, 18x36 feet; cob house, 24x32 feet. The main building has 16 bins, with capacity of 16,000 bushels; annex, six shipping bins, with capacity of 5,000 bushels. The power plant consists of a 40-horse power slide valve engine, of the old style, but doing good service yet. The elevator's machinery equipment consists of track scales; one 100-bushel hopper scale; one set of 9x24 rolls, and one Bowsher Mill for grinding feed; one elevator with 5x8 cups for carrying feed from mills to bins; one stand of elevators with 7½x14 cups for receiving grain from track; one stand of elevators with 6x14 cups for receiving grain from the dump; one No. 2 Western Sheller; one No. 10 Cornwall Cleaner; one No. 10 Eureka Receiving Separator, and one Peerless Power Grain Shovel.

Of the million and more bushels of grain handled August to March 1 past, there were 100,000 bushels

of ear corn. In March the total receipts of the elevator were 220,000 bushels, while in April business was still better, running as high as 25,000 bushels a day. The company do a large business in the feed line also, both local and shipping, large quantities of their chop feed having been sold abroad.

The president of the company, T. J. Templer, has had a wide experience in the grain business, in which he has been engaged for the greater portion of his life; while L. B. Young, the secretary and treasurer, has been in the grain trade for the past 15 years, and is recognized as one of the most successful grain men in Kansas. Daniel Giles is



ELEVATOR OF THE KANSAS GRAIN COMPANY.

the efficient foreman in charge of the Hutchinson Elevator of the company.

### MEETING OF THE GRAIN DEALERS' ASSOCIATION OF KANSAS AT SALINA.

A wide-awake meeting of a live association was that of the Grain Dealers' Association of Kansas, held at Salina on April 12 and 13. The meeting was called to order at 2 p. m. by the President, N. B. Hieatt of Willis. Mr. Lovitt of Salina delivered the address of welcome, which was responded to by L. Cortelyou of Muscotah.

Mr. H. Work read an able paper on the subject "Honor Among Grain Men as Viewed by a Shipper." After some routine business and a discussion, the meeting adjourned to 8 p. m.

At the opening of the evening session M. R. Orthwein of Kansas City read a paper on "Honor Among Grain Men as Viewed by a Receiver." Matters affecting the Association were then dealt with in a vigorous manner, and ringing resolutions adopted.

The committee composed of H. Work, R. T. Morrison and L. Cortelyou appointed to act in conjunction with a committee appointed by the Kansas City Board of Trade made a report, of which the following is an extract: "Secretary Bigelow, of the Kansas City Board of Trade, addressed a letter to the various market centers inquiring as to the method of weighing grain at public elevators. The replies to these inquiries indicate that the prevailing method of weighing grain is in hopper scales, located on independent foundations, with scale beam located on level with hopper, and your committee recommends this method. Your committee proposed to ascertain from public elevators and other sources the per cent. of loaded grain cars showing leakage or bad condition, then to address the high officials of the various roads, or go before them personally, and urge that they furnish the shippers with better cars or put their old cars in proper condition to carry grain without leakage. Also on old series of cars to raise the inside lining to such height that they can be loaded to the capacity without going above the lining; further, to urge that they fence their yards where grain is stored, and that their yards be properly protected by patrolmen; also where grain cars are held on

track in transit that they also be protected by patrolmen."

The committee appointed by the directors of the Kansas City Board of Trade to investigate the many shortages occurring in that market made its report through L. M. Miller. Mr. Miller said the shortages were due to thieves operating in the yards. He stated that 15 miscreants had been caught in the act of robbing cars and arrested. They were tried before Judge Manning of Kansas City, Kans., and all released. This report was accepted, and on motion of L. H. Hammett a committee of three was appointed to draft resolutions condemning the act of Judge Manning. After due deliberation, the committee reported a strong resolution censuring Judge Manning's disposition of the case as practically placing the grain shippers of Kansas at the mercy of a gang of robbers who steal their grain despite the efforts of the Board of Trade to bring the guilty ones to justice. In adopting the resolution the Secretary was instructed to send a copy to the different Kansas City papers and also one to Judge Manning.

E. C. Plumb of Lyons delivered an address on the subject, "Shall We Submit to the Taking of 100 Pounds from each Car of Grain as is Now Customary at Kansas Elevators?" The committee appointed to report on this subject recommended the appointment of a committee of two to use their best endeavors to induce the Kansas City Board of Trade to abolish the custom.

Among other recommendations presented at the evening session was one requesting the railroads to pay all regular dealers and elevator men 2 cents per 100 pounds as a loading fee. Also one requesting the various railroads to furnish empty grain cars only to persons having grain on hand in elevator or warehouse in the town where car is furnished.

A feature of the morning session was the reading of a letter received by the Secretary from the Moffitt Commission Co. to the effect that they felt at liberty to bid on grain to anyone they desired, and that it was absolutely none of the Association's business whom they bid. It was moved by Mr. Carlton and the motion carried that this letter be considered an insult to the Association.

The enthusiastic meeting was adjourned at 11:30 a. m. to meet at the call of the Board of Directors.

### THE PEAVEY ELEVATOR TRANSFERS.

During the past month a notable change has occurred in the property holdings and trade territory of F. H. Peavey & Co., the well-known elevator house of Minneapolis. A deal was consummated by which on June 1 seventy elevators located in Idaho, Washington and Oregon passed from the possession of the above company to a trio of bankers, Theo. B. Wilcox, W. M. Ladd and C. F. Ladd. These parties own and operate the Portland Fouring Mills and a line of elevators on the Northern Pacific Railroad. The combined capacity of these 70 houses is given as 5,000,000 bushels, and the selling price is said to be \$1,000,000.

When the deal for closing out their Pacific Coast interests was well under way, the purchase by Peavey & Co. of the two O'Neill elevators on the Calumet River at South Chicago was announced. The combined capacity of these houses is 1,800,000 bushels. The transfer also included about 11 acres of land, and possession of the property will be given on July 1. The purchase price of this property is said to be \$385,000. The water frontage is 334 feet. It is stated that a large sum of money will be expended at once in improving and enlarging these newly acquired houses.

The Peavey Company is now next to if indeed not the largest elevator operator in the country. In addition to their large interests about the head of the lakes, their large business in Nebraska and the Southwest required a base of operation in Chicago to control their business through to Buffalo.

Armour Elevator D at Chicago, burned May 13, will be rebuilt, but whether of wood or steel has not yet been decided upon.



## THE GLORIES OF CORN.

Through vales of grass and meads of flowers  
Our plows their furrows made,  
While on the hills the sun and showers  
Of changeful April played.

We dropped the seed o'er hill and plain,  
Beneath the sun of May,  
And frightened from our sprouting grain  
The robber crows away.

All through the long bright days of June  
Its leaves grew green and fair,  
And waved in hot midsummer's noon  
Its soft and yellow hair.

And now, with autumn's moonlit eyes,  
Its harvest time has come,  
We pluck away the frosted leaves,  
And bear the treasure home.

Let vapid idlers loll in silk  
Around their costly board;  
Give us the bowl of samp and milk  
By homespun beauty poured!

Where'er the wide old kitchen hearth  
Sends up its smoky curls,  
Who will not thank the kindly earth,  
And bless our farmer girls?

Let earth withhold her goodly root,  
Let mildew blight the rye,  
Give to the worm the orchard's fruit,  
The wheatfield to the fly.

But let the good old crop adorn  
The hills our fathers trod;  
Still, let us, for his golden corn,  
Send up our thanks to God.

## COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

### WILL BUILD AN ELEVATOR.

*Editor American Elevator and Grain Trade:*—I am going to build a 20,000-bushel elevator, and when it is completed, which will be sometime next August, I will send you a photograph of my mill and elevator.

Yours truly, GEO. P. SEXAUER.  
Brookings, S. Dak.

### PURCHASED A NEBRASKA ELEVATOR.

*Editor American Elevator and Grain Trade:*—I inclose check for \$1, for which send the "American Elevator and Grain Trade" to Lee & Gingery, Valparaiso, Nebr. I have purchased an elevator at that point which will be under the management of Mr. L. W. Gingery.

Yours truly, M. W. LEE.  
Dunlap, Iowa.

### LARGEST CAR OF CORN.

*Editor American Elevator and Grain Trade:*—In the March number you state that a car of corn was unloaded, containing 83,590 pounds, and that it was the largest car unloaded on record. You will have to revise your record a little, as we can beat that as to the number of pounds. On Dec. 1, 1897, we unloaded a car of ear corn containing 83,900 pounds, or 1,198 bushels and 40 pounds. We simply called it a Kansas corn crib on wheels.

Yours truly, KANSAS GRAIN CO.  
Hutchinson, Kans.

### COUNTRY DEALERS PROFITED BY LEITER'S OPERATIONS.

*Editor American Elevator and Grain Trade:*—In our opinion the farmers and country dealers have been largely benefited by the operations of Mr. Leiter and his methods of handling his wheat enterprise. We think it is a verification of the theory that large holdings in market centers is against the masses, and prevents their getting the benefits of better prices.

So far as we have heard expressions on the subject, we believe that the sufferers in consequence of the high prices made by Mr. Leiter have been the holders in the larger market centers, and also the millers. As we understand it, everyone who accumulated wheat and hedged it has suffered.

In our opinion, had Mr. Leiter not figured in the markets, the prices would have been much lower, as they would have been dictated by the millers. As has been often verified in the past, it requires

speculation to give large prices, and our recollection is that this has only been done in cases where the visible supply was small.

PRATT-BAXTER GRAIN CO.,

By Baxter.

Taylorville, Ill.

### BIG CASH DEALS A MENACE.

*Editor American Elevator and Grain Trade:*—I think the Leiter deal made money for the farmers and those grain handlers who used good judgment in disposing of their grain. I think, however, the country would have been better off without Leiter's big deal, and that the market would have reached \$1 to \$1.25 and stayed around there until the new crop. I think a deal involving so many millions of cash grain is a menace to the country.

Yours truly, F. O. DIVER.  
Middletown, Ohio.

### BULL OPERATIONS A BENEFIT.

*Editor American Elevator and Grain Trade:*—We think that all bulls and bull operations are a benefit to the producer. It seems to us that the Leiter deal was a great benefit to all who had grain as it started the rise in prices some time before the urgent demand from the consumers set in, and put the prices still higher. We think all big deals that take the cash grain are a great benefit to the producer and the grain buyers who have grain on hand.

Yours truly, A. L. CLARK & CO.  
Ashton, Ill.

### LEITER'S OPERATIONS STIMULATED PRICES.

*Editor American Elevator and Grain Trade:*—In our opinion, Leiter's operations have been very beneficial to farmers and grain dealers, as the price has been stimulated by the course of his action. Grain handlers, as a rule, have made money out of it, as a great deal of their grain has been consigned instead of selling direct, as has been the common practice for some time. Of course, to those who had stocks on hand at the time of the collapse, it was not very satisfactory.

If the market had taken its regular course, we presume this grain would have moved in smaller quantities, and sold from 10 to 15 cents a bushel less than under the peculiar circumstances which existed.

Respectfully, DUFF GRAIN CO.  
Nebraska City, Nebr.

### SHRINKAGE IS NOT REGULAR.

*Editor American Elevator and Grain Trade:*—We have handled very little wheat in elevator, that is, in cleaning and transferring, and so can give no fair average of loss by cleaning or shrinkage. As a rule we do not clean or blow grain received in store, unless ordered to do so by the owner of the grain, which is very seldom done on this market. Below is the result of three cases of cleaning and blowing done during the past year. In cleaning 1,159 bushels of wheat, 25 bushels were lost. On a second lot of 7,422 bushels, 51 bushels were taken out. On another lot of 6,548 bushels, 154 bushels were taken out. As you can see, the losses do not run regular, and it is hard to estimate the average loss as the original condition of the grain has to be considered.

Respectfully yours, T. E. SWAIN,  
Agent C. & O. Ry. Co.  
Richmond, Va.

### SHRINKAGE OF WHEAT.

*Editor American Elevator and Grain Trade:*—As to the average shrinkage of wheat by cleaning, beg to say that it would depend entirely upon how foul the wheat was. Well regulated blowers can take out almost any desired percentage of dirt. As a usual thing, however, judging from our experience here, one-half of one per cent. would be maximum, although I have seen it require one per cent. to thoroughly cleanse wheat which was quite foul.

As to how much wheat will shrink in being handled through elevator, we have not found that there is an shrinkage, provided the wheat is perfectly dry when taken into store. While this may be the usual case with seaboard elevators, it may not apply to inland houses. It is a well-known

fact, I believe, that wheat in elevator immediately on seaboard will absorb a certain amount of moisture, about equal to its natural shrinkage. I have understood from responsible grain handlers that they have known wheat shipped from very dry interior localities—say 1,500 miles from seaboard—to increase in weight from one-half to three-fourths of one per cent. on arrival at seaboard, which can only be accounted for by the absorption of moisture.

W. S. UPSHUR, Agent,  
C. & O. Grain Elevator Co.

Newport News, Va.

### CROP CONDITIONS IN MANITOBA.

*Editor American Elevator and Grain Trade:*—Our wheat crop, up to the present time, is simply perfect. We are beginning to get rains, and if they continue through the month of June, we will certainly have an enormous crop in this country. The quantity of wheat raised here depends on the amount of moisture we receive in the month of June. When our rains start in the beginning of the month, the wheat invariably chokes out the weeds, and we can raise an almost unlimited quantity. When the rains come, say in the middle or the latter part of June, the weeds choke out the wheat, with the result that we have short crops. It is too early, of course, to predict anything regarding our crop yet, but we will post you later on, when it will be of much more value. We have no elevators in the city of Winnipeg; our system of elevators is through Manitoba and the Northwest Territories.

Yours truly, BREADY, LOVE & TRYON.  
Winnipeg, Manitoba.

### SUGGESTIONS REGARDING MEMBERSHIP IN THE ILLINOIS GRAIN DEALERS' ASSOCIATION.

*Editor American Elevator and Grain Trade:*—I would like to know how many elevators are represented by the present membership of the Illinois Grain Dealers' Association? Also if one fee of \$5 admits a firm of 2 or more members, owning, say from 1 to 20 elevators? Also, does it include the men working for such firms on commission at their stations, or does the firm or man representing it have to pay the full fee for each elevator? If they don't they ought to.

Let every firm pay a full membership fee for each elevator represented, or let each individual member of a firm pay the full fee, especially track buyers. As I understand the situation at present, a firm may own a dozen stations and have half-a-dozen members, and the whole thing goes for \$5. This gives the man with one elevator an unequal show. Let a company or firm have a representative at each elevator who shall pay the full membership fee, and have power to vote on any proposition that may come up. This will put more money in the treasury, and should be done unless it is desired to take from the ones who have little and give to those who have plenty.

Yours truly, J. R. MARTIN.  
Allenville, Ill.

### NEW ORLEANS AS A GRAIN EXPORT POINT.

*Editor American Elevator and Grain Trade:*—The indications are that this season's grain business from the port of New Orleans will be the largest ever known here. We did a good exporting business all last winter, but notwithstanding this activity, grain has continued to accumulate, and the rush of vessels is due to this cause. They have been hurried here from all parts of the world. Of the 15 arrivals yesterday, 8 were British, 1 Norwegian, 2 Danish, 1 French, and 3 German. They came from London, Liverpool, Glasgow, Antwerp, Bremen, Barry, Shields, Bordeaux, Rouen, Madeira and Copenhagen.

On the same day 7 vessels left for Trieste, Genoa, Rouen, Bremen, Havre, Liverpool and Marseilles, carrying among their miscellaneous cargoes 571,782 bushels of grain.

New Orleans has advantages for grain shipments which promise permanency to the growth of her export grain trade. We have the benefit of greatly developed transportation facilities, of nearness to the trans-Missouri fields of largest grain production,



of easy gradients between the inland and the gulf termini of the railroads, and of the cheap water carrying systems which make the Mississippi River as effective a regulator of Southwestern rail rates as the Erie Canal is between Buffalo and New York. These advantages more than offset the increased cost of ocean carriage for the longer voyage from New Orleans.

Yours truly,  
New Orleans, La. FRANCIS P. SALA.

#### HOW FIRE CLINGS TO THE GRAIN.

*Editor American Elevator and Grain Trade:*—The report you mention as having seen in the newspapers regarding the work of this department on the ruins of the Union Elevator are correct. We worked on the ruins continually from January 25 to May 8. For the first 15 days I had three 1½-inch streams working 24 hours a day, then two of them were taken off and the other was kept working the balance of the time. It was shut off only when moving from one side to another.

This was the largest elevator in East St. Louis or St. Louis, and had at the time of the fire about 1,000,000 bushels of grain, including wheat, corn and oats. Of this grain about 300 cars of salvage was taken out, most of which was wheat. It may be of interest also to state that the fire started on the ground floor, and that there was not 2 carloads of lumber taken from the ruins. My opinion is that had the fire started in the top of elevator, the salvage would have been much more, as the fire would not have had such a hold on the woodwork in the bottom before the grain fell. As it was, the whole ruins were on fire from top to bottom.

Yours truly,  
East St. Louis, Ill. FRANK B. BOLTE,  
Fire Chief.

#### WANTS OCCASIONAL CHANGE OF MEETING PLACE OF I. G. D. A.

*Editor American Elevator and Grain Trade:*—No one will deny that the Illinois Grain Dealers' Association has grown to be a very popular organization. Its meetings at Peoria, Decatur and Springfield are always well attended, and the dealers who are present at the meetings endeavor, as far as possible, to discuss and act upon questions which will benefit all the dealers throughout the state.

I do not believe the Association will ever attain to its highest measure of usefulness, however, until other cities besides those named are included in the places in which the meetings are held. There is Rockford, Aurora, Quincy, Alton, and I might name other cities which would gladly welcome the meetings of the Illinois dealers, and those parts of the state would take more interest in the meetings if, once in a while, they were sure of having the meeting held in their territory. Then on the eastern border there are many cities along the Chicago & Eastern Illinois and Illinois Central railroads which would also be available as a convenient meeting place.

With the exception of the spring meeting held in Chicago the meetings of the Association invariably swing about the three cities of Peoria, Springfield and Decatur, and I for one would like, once in a while, to have the meetings take place in some other part of the state.

A NORTHERNER.

#### LEITER'S TRANSACTIONS ENRICHED AMERICANS.

*Editor American Elevator and Grain Trade:*—I think Leiter's bull campaign has brought millions of dollars to the American people, and that the farmers have received the most profit from it. Farmers must have money in order to buy implements and all kinds of farm supplies which furnish employment in the manufacturing centers. When farmers have plenty of money, every man in business feels the result. There is no class of business men in closer touch with the farmers than the grain dealers. In fact, their interests are one and the same. If the farmer receives a good price for his grain, the dealer receives a fair profit for handling it. I believe nearly all dealers will remember the May deal of 1898.

If reports are true, most of Leiter's wheat was exported, and millions of foreign money were put

into American hands. As to what the course of the market would have been in the absence of this deal is, of course, all guesswork, but I am of the opinion that we would have seen no dollar wheat at country stations.

As a rule, all schemes to corner the market are detrimental to the trade from the fact that they so often fail, but a straight purchase of any one cereal proves of advantage to the farmers. I do not think that dealing in futures is as detrimental to the trade as are the crop reports which mislead so many.

Speculation is the life of trade in all branches. I am aware that many a man is ruined by it, but I believe a man who carries on his deal as has Mr. Leiter makes his money just as honestly as the man who labors by the day. I do not desire to lead anyone into speculating, but I believe that the man who speculates in wheat on bona fide deals does it as honestly as the man who speculates in land. I think America would be better off if we had enough Leiter bulls to bull the next crop through at a dollar a bushel.

Lewisburg, Ohio.

CHAS. T. PIERCE.

#### THE GRAIN SHIPPERS' ASSOCIATION OF NORTHWESTERN IOWA AND THE RAILWAY SUITS.

*Editor American Elevator and Grain Trade:*—I have your favor of June 2, and I do not know what you mean by "reopening" the litigation. If you refer to the suits of the grain shippers for excessive charges for the shipment of grain that are on for trial at the October term of the United States Circuit Court at Sioux City, I can say that it is expected that the suits will be tried at that time, and that they have not been closed, although the railways made a "blackmail" offer to pay ten per cent. on the face of the claims as filed. If you refer to the hearing before the Interstate Commerce Commission, in which we argue that a rate on coarse grain of 15 cents per hundredweight is enough from Northwestern Iowa points to Chicago and Milwaukee, I can say that the hearing has been concluded, except the argument of attorneys, which will probably be made the latter part of this month at Washington, D. C.

The affairs of the Grain Shippers' Association of Northwestern Iowa were never in better shape. We are not now, and never have been, engaged in a war against "scalpers" or scoop-shovel men, nor are we at war with the elevators at Chicago. In fact, we are not at war with anybody. We are trying to arbitrate the question of "reasonable rates" with the railways in the courts. We are trying to get Northwestern Iowa placed on the railway maps; the same rate differences from markets at Kansas City and Minneapolis. We produce the surplus grain for the world; but we have to pay twice as much to get it to the world's markets as other localities which also produce largely. A railway superintendent recently told me that a 40,000-pound car of wheat could be hauled from this section to Chicago cheaper than a carload of hogs or cattle. Still, the cost of shipping a car of hogs or cattle, which gives a free ride to the owner also, is about \$45, and the charge for hauling the car of wheat is about \$85.

That the shipping of grain has not shared in the reduction of rates made possible by improved facilities as other property is a fact that no railway man has yet attempted to deny. While the rates of shipping merchandise of every kind have been reduced largely, grain rates have not been reduced proportionately at all. We have no animosity against railways. We like to see them make money, and like to see them give the best of service. But when it comes to seeing them make such enormous earnings that they cannot dispose of them by any reasonable dividends, but have to create new accounts, in which to carry their immense surpluses, it then becomes patent that the "people" are not sharing in the work of the "creature" they have created, to the extent that is nominated in their charters.

Some parties to our suits have made what they call a settlement, ignoring the rights of their fel-

lows and the association. Either the railways have paid them money for "blackmail" or they have received what was not theirs. There is but one question: The railways owe us for the excessive charges, or they do not; and any offer or payment of ten per cent. is too small to be called a payment, and too much to be called anything but blackmail. We did not start out for the purpose of the latter. But we do insist that we be given equitable rates in the future, and payment for the excesses of the past.

Very truly yours,

F. D. BABCOCK, Secretary.

Ida Grove, Iowa, June 9, 1898.

#### BENEFICIAL EFFECT OF THE LEITER DEAL.

*Editor American Elevator and Grain Trade:*—In regard to the recent Leiter deal, will say that in our opinion the influence of Leiter's operations have been, indeed, beneficial to the farmer, and also to the grain handlers, as it to a certain extent stimulated the coarse grain market, which was being pounded to death by a gang of professional bears, and elevator men, who were carrying millions and selling futures against it to secure carrying charges. At such times as they saw fit, or saw an opportunity to break the market, they would sell millions of "wind" in order to enable them to buy it in for less money than they had sold it for, and then proceed to sell more futures against it.

The lesson taught them by Leiter in this wheat deal has caused them to be more conservative about selling millions of grain that they never owned, and the result is that supply and demand have governed the trade more for the past ten months than heretofore, and consequently we have had most of the time a strong, healthy market, and corn and oats show a good advance over a year ago.

In our opinion, had there been no big deal in wheat, the market would have been held in the fifties and sixties regardless of shortages abroad. We regard corners in grain as a menace, and this deal evidently took the shape of a corner after a time, but the first advance of 30 or 40 cents was legitimate, and the foreigners bought our wheat much more freely at the advanced than at the starvation prices it was selling at two years prior to the Leiter deal. As this deal lasted about ten months, it certainly gave producers and handlers of grain ample time to market their stuff, and in this respect it was unlike the high prices that spring up at the last hour on the last day of the month, when it is impossible for anybody to get any benefit of them except the speculator, who by chance catches someone short at the eleventh hour.

Although the situation warranted \$1 or better for wheat, the same clique that has held the markets down for nearly three years would have kept the price in the fifties or sixties had not Leiter had the courage and the money to buy an article that was going at bankrupt prices, and called on the wind traders to deliver what they had sold him. The fact that they sold something that they did not have and were forced to buy and deliver to Mr. Leiter was what caused the market to advance to a point as far beyond a legitimate price as it had heretofore been below it. We regard the Leiter deal as a blessing to the tillers of the soil, to say the least.

Yours truly,

CROCKER ELEVATOR CO.

Maroa, Ill.

In a French paper we read a glowing account of "An Honest Wheat Merchant." He was in business at Rostow in Russia back in 1885, and failed with liabilities amounting to 400,000 rubles, and assets of only 70,000. He took his family back to his native village and went to seek his fortune. Many years passed by, and his family, in poverty, heard no news of him. Finally his daughter, who was only a little tot when he left home, received a check from her father from the Argentine Republic, for 50,000 rubles. In the letter the "Honest Wheat Merchant" asked her to call a meeting of his old creditors and to inform them that he had acquired sufficient to repay them with interest, requiring a sum of 550,000 rubles.



## THE ANNUAL MEETING OF THE ILLINOIS GRAIN DEALERS' ASSOCIATION.

The fifth annual convention of the Illinois Grain Dealers' Association was held on Wednesday and Thursday, June 8 and 9, in the G. A. R. hall, at Decatur, with over 250 members in attendance, who, with farmers and other guests, made about 300 present at the sessions.

At 11:15, Wednesday, President S. S. Tanner, of Minier, called the meeting to order for an informal session. The program called for an address by him on the "Object and Aim of the Association," but this topic, he said, was well worn and familiar to all members. However, for the benefit of the farmers present, he would add that the Association had not been organized, as many farmers believed, to rob them, but rather to conserve the interests of both the farmer and the dealer. Grain production is the greatest industry in this country, and grain is now handled for a less charge to the producer than ever before, including both freight and inspection. Perhaps one factor in this business of handling grain gets more than its share of those charges, but the Association is here to fight that, and though it may take time to bring about a reform, it will bring about a change. The Association has grown in the past year from 250 to 750 members, and the directors hope that within another year to have all the dealers of the state as members. The one great immediate purpose is to get the present warehouse bill repealed, because the Association believes it is working an injustice to farmers and dealers alike; and the Association is in this fight to win, staying in it until the question is settled and settled right.

Secretary Tyler said he was pleased to announce that the dues for 1897 and 1898 have been promptly paid; but as a new year is beginning, the treasury needs money. He concluded by asking for payments of dues, which business consumed the balance of the morning.

### AFTERNOON SESSION—FIRST DAY.

The delegates reassembled at 1:30, when Hon. B. Z. Taylor, mayor of Decatur, made an address of welcome, substantially as follows:

Nothing affords me more pleasure than to welcome so intelligent a body of men as I see before me now to the city of Decatur. We have a nice little town here, and while you remain everything in it belongs to you. I understand you are here to-day to become better acquainted with the producer, and I think that is a very good idea. The men who till the soil should be in close connection with the men who handle the grain, and should at all times be in harmony with one another. The grain dealers are simply nothing but the agents of the grain producers in securing rates and a market and handling their grain—not, of course, without compensation. The feeling which has existed in times gone by that the grain dealer was a robber has passed out of the minds of the producers, and both now work in harmony for the interests which are common to both, and that is the way it should be to accomplish the best results. I don't think you made a mistake in holding your convention in the city of Decatur, and the different committees will no doubt satisfy you of this. I am heartily glad to see so many of you here to-day, and I trust that your stay will be pleasant and profitable to you all. While you remain in the city the town belongs to you. I trust you will handle it in such a manner that I will not be obliged to take it away from you, and if you get misled and get into trouble, call on me and I will take care of you. I again welcome and thank you, gentlemen.

Mr. C. S. Maguire of Cincinnati made the response, in which he said, among other things:

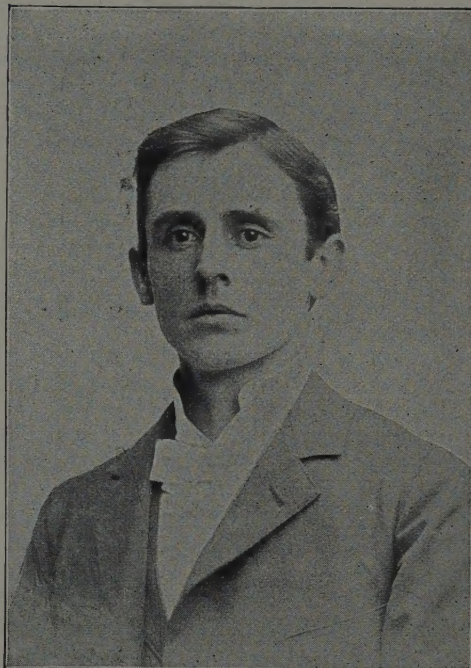
In behalf of the members and membership of the Illinois Grain Dealers' Association, I accept the hospitality of the mayor and thank you for tendering the same. I infer that the keys of the city have been handed to us; but when we are reminded, should we get into trouble, to call upon him, he should have posted his policemen, because the response would be more direct, and I think we could get out of trouble quicker through the police than through the ramifications of the mayor's office! We understand the city of Decatur has about 37,000 inhabitants and that it is one of the fairest in this great state. For a few years past every few months we have enjoyed the pleasure of a visit to Decatur, and it has proved the best place to meet and hold our conventions. We have tried

Peoria and Chicago, and, like little Bo-Peep's sheep, we have come home again and gladly turn to Decatur and believe that our experience and experiments justify us in calling this the home of the Association, and we shall hereafter give up the idea of bettering ourselves, because we cannot do it. In accepting the hospitality of the mayor, I believe I echo the sentiment of each individual in saying that we accept and thank you.

Mr. K. Harwood, commander of Dunham Post, G. A. R., followed with an address of welcome to the hall, which is the home of the first G. A. R. post organized in the United States—the birthplace of both the Grand Army of the Republic of the United States and also of the Illinois Grain Dealers' Association. The speech was one appropriate to the place and the time, and was responded to by President Tanner in like strain. The addresses were followed by the G. A. R. quartet, who sang the old and stirring "Rally Round the Flag," "Marching Through Georgia," etc., the convention joining in the chorus.

After a vote of thanks to Commander Harwood and the quartet for their entertainment, the regular order of business was taken up.

The first topic was the "Relation of Farmers to Grain Dealers," to speak to which Hon. H. Manecke, of Oakley, Ill., state senator, was called on.



PRESIDENT S. S. TANNER, MINIER, ILL.

Senator Manecke said, in substance, that it is a conceded economic fact that he who handles wealth between the producers and the consumers, who brings these two classes together, is himself also a producer, whom the original producers can afford to pay for his services to them. Therefore, in the name of the farmers, he thanked the Association for their efforts in opposition to the present warehouse bill; and though, he said, "You failed in the last Legislature, there is still an appeal to the people. Now, while your work as grain dealers is admittedly of benefit to us farmers, I must be candid with you, and am here now to say that the farmers have a grievance against you and to tell you what it is; and if I am wrong, I hope you will correct me. Remove the farmers' doubts, and we will go hand in hand with you. And so I have written out the farmers' indictment, as I call it, about as follows:

I would not be candid with you, if I refrained from expressing the prevailing sentiment of my class of people, and that is, that the Grain Dealers' Association has for its object the advancement of the special interest of your Association by disarming competition in the purchase of grain and entering into pooling combinations and in this manner injuriously affecting the producers, by depriving them of the gain resulting from free and open competition. Our people also believe that there is a movement on foot, whereby commission men are to cooperate with the grain dealers, to the end that farmers are not to sell their grain direct to the commission men, without first paying a commission to the local grain dealer, at the station where the grain is shipped. This commission is, of course, to be paid by the commission men

to the local grain dealer, but in the end such commission in fact comes out of the farmer, because he gets as much less for the grain as the local grain dealer gets in the form of a commission.

Personally, I do not know whether these things are or are not true. A condition of that kind between the producers and distributors of grain would be very destructive of the rights and interests of the farmers as a class. It would be in the nature of a special privilege at the expense of the farmer.

That a more harmonious understanding may exist between your Association and the farmers and that their mutual interest may be promoted, if in the nature of the case that is possible, I would very much like to have a clear and positive understanding, based upon undeniable facts in relation to these matters.

There is no reason why the producers and dealers of grain have not a common interest. Honest and fair competition without any special privileges to either will promote their common good.

"I don't say that all farmers are honest. I know you have to keep your eyes open in dealing with many of them; but I do say that if the above allegations are true, there is a conspiracy, and you will suffer with us when the big cormorants swallow us all up. I believe that you must keep in touch with us producers, especially so in times when prices are low."

Mr. R. I. Hunt of Decatur replied to Senator Manecke, saying, in substance, that he had heard of the farmers' grievances against the grain dealer but never so much of their grievances against the storekeeper. Why no "kick" there? Why this eternal complaint against the man who pays the farmer cash for his grain and is the most useful friend he has? Now, if the farmer offers his grain to a Decatur commission man, the latter will not buy it. Why? Because the commission man insists that the grain should go through the regular elevator man's hands first. There is no pool about this—no combination. It is simply the system in operation in all merchandising, so established in order that all the necessary factors in business shall each receive his proper profit. The manufacturer sells to the wholesaler, he to the retail dealer, and so on. Of course, some dealers will take more than their share, but competition will prevent that condition from continuing very long.

Senator Manecke said the point is, Does the Association indorse the dealers who so pool their issues and divide the percentages? We have such a pool in our neighborhood—do you favor that sort of thing? If that is not your doctrine, I am with you.

Mr. Hunt and Thos. Costello of Elliott assured the Senator that the Association did not approve, and President Tanner added that the assertion that it did was made out of whole cloth by two "yellow" newspapers of Peoria and Springfield.

Mr. E. F. Unland of Pekin asked, if two elevators should pool, and yet pay always the top of the market, would there be any moral or business wrong in such a combination? To which Senator Manecke replied that he did not know of such a case and did not think one likely to be heard of, since human nature, in his opinion, does not act in that way.

Mr. H. E. Selby of Golden, Ill., thought the relations between farmers and dealers as natural and as beneficial as those existing between client and lawyer, or patient and doctor—the farmer needing the dealer's services as an expert to market his grain. The country grain dealers are the last class who have been organized in associations. We are in business to make money, of course, and have money invested in elevators to do business; but there is no evidence that this Association has worked against the farmer's interests.

Mr. J. C. Boyce of Mt. Zion said that if the Senator knew of a time when the members of the Association all paid the same price, he might then infer that a pool existed or that the Association indorsed that method. But this body does not make prices, which are governed wholly by competition. As to the relations of dealers, competition regulates that, too, since all the grain we get from our competitors is pure profit. The dealer in the past few years has been working on a very narrow margin; and he found, he said, that the farmer as a rule is abundantly able to take care of himself in the



premises. He thought, however, that the relations of farmers and dealers should be made more cordial and intimate if possible, because that would be a benefit to both parties.

Mr. C. S. Maguire of Cincinnati reminded the Senator that the Association requires nothing of its members except what appears in its constitution and by-laws, and these are open to the inspection of everyone.

This discussion, which was entirely frank on both sides, was continued for some further length, Mr. Costello and H. C. Mowry of Forsyth suggesting that some years ago an association of grain dealers in Illinois had tried to fix prices. It "busted" in short order and was buried "without benefit of clergy." Senator Manecke having suggested that a pool existed at Cerro Gordo, Mr. W. L. Shellabarger of Decatur said that he knew about that. A pool had indeed existed for a time. The farmers' elevator there had proposed it, he said, and the Shellabarger company had fallen into the trap! [Laughter.]

The next topic taken up was, "Does It Pay to Crib Corn in Close and Well-Covered Cribs?" the discussion being opened by Mr. Unland, who said that thousands of bushels of corn are annually ruined by bad cribbing. A corn crib should be built on a north and south line, so that the sunshine will strike both long sides. He said he had used such a crib for twenty-five to thirty years and seldom had any corn spoil in it. As to inclosing cribs, that was a new idea; but he thought it would be a mistake. A crib should be well covered, but it should have plenty of ventilation to let the grain dry out, and not be over nine or ten feet wide.

Someone asked, "How can we induce the farmers to crib better?" to which Secretary Tyler replied that sometimes you can gain a point by persuasion, but sometimes you have to use a club. The farmer works hard, yet he leaves fully 50 per cent. of his corn exposed to the weather after it is grown. At his station, Mr. Tyler said, he had tried to educate the farmers in this matter, and there has been an improvement, but he has made it a rule not to buy exposed corn during the germinating season unless the seller will guarantee to him that it will get to destination and grade No. 3. But if corn has been well covered, he is willing to take the risks. There is now a larger percentage than ever of cribbed corn at his stations, and the owners don't like to make the guaranty and he will not run the risk of handling it. If the careless farmer is made to stand the consequences of his neglect by getting lower prices, there will be an improvement in cribbing. But buying such corn haphazard is the rankest kind of speculation a dealer can indulge in.

Mr. Selby said that it will be found that the damage to cribbed corn and stacked grain is always on the shady side of the crib or stack. As to building corn cribs, he offered the following suggestions: Don't select a high and dry spot, because where the drainage is good the rats abound, having dry holes; but rats can be drowned out by taking a low, wet spot, where the rat holes will always stand full of water, raising the crib floor high enough, however, to keep it above dampness. He said he had kept corn in such a crib for three years and all was sound except what was wet by water coming through holes in the roof.

Mr. Applegate, a farmer, said the grain man had himself to thank for rotten corn; for if he would insist on buying corn strictly by quality only, the farmer would not slight his cribbing. As it is, so long as he can get for his bad corn within a cent or two of the price for the good, he won't crib any better than he does now.

Mr. Edward Dinsley, representative of the Millers' National Insurance Co., was called on, in the absence of Col. W. L. Barnum, of the same company, for a talk on "Mutual Fire Insurance Reliable and Safe." Mr. Dinsley's remarks were substantially as follows:

It was originally intended that Colonel Barnum, secretary of the Millers' National Insurance Company of Chicago, should address you on this subject, and I am very sorry he is not here to do so, for I know he would give you a very interesting talk, but unfortunately he will not be able to attend the meeting, and he wired me last night at Dan-

ville to come over here and attend the meeting. He gave me no instructions, however, to speak for him on this subject, and I can assure you I had no intention of doing so until Mr. Tyler suggested I should fill out the program.

Insurance is a subject you are all interested in and you are probably as well posted on it as I, in a general way, and I will not talk on the subject in detail, but, what I want to do is, to give you some facts relative to the Millers' National Insurance Company in connection with elevator and grain insurance and to impress upon your minds the saving they have made in the cost of insurance to its members.

This company was organized in this state and has been doing business in this and other states for over twenty years, and has during all that time made a specialty of mills and elevators, and probably insures more mills and elevators than any other insurance company doing business in the United States. The present assets of the company exceed \$2,000,000, with a cash surplus of about \$500,000, assuring perfect indemnity, and at a cost of about 50 per cent. less than old line insurance companies; in other words, as a simple illustration, an elevator insured in an old line company at 2 per cent. per annum has cost on an average for the past twenty years in the Millers' National Insurance company about 1 per cent. per annum. When you can buy indemnity in the Millers' National Insurance company equal to the best on earth at 50 per cent. less cost, is it not your duty as well as



VICE-PRES. S. H. GREELEY, CHICAGO.

your privilege from an economical point of view to investigate it at least? And if any of you gentlemen owning elevators will give me a list of them with your address, I will be pleased to look them over and make you a rate and at the same time explain more fully the workings of this company.

At this point Secretary Tyler read a short paper on "Corn; Its Production at Home and Its Possibilities Abroad," by B. W. Snow, secretary of the American Maize Propaganda. The matter in the paper was a restatement of facts more or less familiar to the readers of this journal, for which reason, owing to the crowded condition of these columns, the publication is delayed for the present. Secretary Tyler said that in view of Decatur's prominence as a corn milling center, he was proud that when the American Maize Propaganda was organized, Macon County was the first to obtain a county charter.

Mr. Unland then offered the following resolution:

Whereas, It has been demonstrated that the mixing of corn flour with wheat flour makes a wholesome and economical food product, to the benefit both to the producer and consumer, and enlarges the consumption of corn; therefore, be it

Resolved, That the Illinois Grain Dealers' Association in convention assembled do most emphatically protest against the action of Hon. W. E. Mason, senator from Illinois, in endeavoring to have a tax placed on wheat and corn flour so blended. While we do not object to having a law enacted in which such product shall be so marked that all who buy may know what it is, we do condemn the action of the Illinois Senator, that instead of promoting the increased consumption of Illinois' great product (corn), he is endeavoring to lessen

its consumption, to the loss of the producers of this state.

Speaking to the resolution, Mr. Unland said that if Senator Mason had represented the state of Minnesota, his action would not have been surprising, nor would he then have condemned the Senator; but as a representative of Illinois his action should be condemned. It is to the interest of Illinois that the consumption of corn should be increased in every possible way.

The resolution was then unanimously adopted.

Mr. Maguire of Cincinnati then gave a short talk on "Reciprocal Car Service: As it is and as it ought to be." He spoke substantially as follows:

In the brief time at my disposal I can only give you some hints on a subject in which you are all deeply interested. Some three years ago the Grain, Hay and Feed Receivers' Association of Cincinnati, after suffering untold wrongs, took up the subject with the superintendent of car service in Cincinnati, and in due course learned that he had no authority to change the rules in any way; but we did succeed in learning that the general superintendents of the various railways entering Cincinnati composed a board who had some authority over the car service man. In due course of time, then, we succeeded in bringing about a conference with that august body. Well, I won't tire you with the particulars of that conference; but we presented the subject in about these words: "We wish to call your attention to the one-sided arrangements you have adopted for car service. When we delay unloading a car beyond forty-eight hours, you charge us one dollar per day for our delay, but when you undertake to transport a car for a specific distance that should require two days, and you keep that car on the road from seven days to three weeks, or when you agree to switch a car, which should be done in two or three hours, and take from two to ten days to do it, then your agent answers our complaints only with many 'regrets and sorrow without measure.' Now, this traffic of dollars for 'sorry' is too one-sided, and we are getting awfully tired of it and want a change." And each railway superintendent tried to satisfy us that we should be thankful that we were living.

One member who had listened attentively through the whole discourse was asked to give his views before adjourning. He did so in about these words: "I have listened patiently to this discussion, and did not expect to say anything, but as I have been called upon I can only say that you railway gentlemen have evidently misunderstood the opening remarks. You seem to regard us grain men as a jury impaneled to try the Almighty on various indictments. One says that because the Ohio River has fallen to an abnormal condition and the coal dealers cannot transport coal by the natural channel (the river), the railways have large amounts of coal to haul, and therefore grain men should not expect grain cars to be moved with anything like regularity. Another charges that the hills around Cincinnati make ground so dear in the heart of the city that it would cost the railroad companies too much money to have yards in which to switch cars as is done at other points. Another charged that because Cincinnati has no lake or ocean front and no direct export business, we should not expect good switching service, etc., for quantity, but none of you railway men have referred to the fact that you charge us all the same for our delays. We did not expect any good results from this conference, but only presented it as a matter of courtesy, and fear we will have to go to the Legislature with a bill to bring you to terms."

Well, the last speaker proved to be a prophet. The railway superintendents took the matter into consideration, and after two weeks' deliberation they laid an egg in the shape of the answer that to inaugurate the principles of "Reciprocal Car Service" would be impracticable. We then appealed to the presidents of the roads represented by the superintendents, and in course of time got replies that they approved the decisions of the superintendents.

Then we formulated a bill and had it presented to the Ohio Legislature, and it came very near passing; but you never saw such a humble crowd as those same superintendents were when the subject came up for discussion before a committee of the Legislature. They all had their big-gun lawyers, and we are holding that bill over them to present again whenever they become obstreperous. The effect of presenting the bill was marvelous; we have since had good service.

The bill simply provides for prompt delivery and prompt loading and unloading of cars under a penalty of one dollar per car per day for overtime, to be paid by the railway company, and their patrons fare alike. This principle is ingrafted in the car service rules of Atlanta, Ga., and is the only place that is so favored, at least as far as I have been able to learn.

Let me in conclusion urge the members to keep



this idea before them, and when opportunity presents have it presented to your Legislature and urge its passage.

The Association then adjourned, the members going from the hall to carriages provided by the Decatur Cereal Mill Co. and being driven to the fine corn flour mill of that company, which is now producing something like 80,000 pounds of flour daily and running day and night. The mill was eagerly invaded by the members, who examined it from top to bottom. Leaving the mill the carriages drove for an hour through the residence part of Decatur, landing all finally at the hotel in time for supper. The trip was a delightful one and the verdict was that the Decatur Cereal Mills Co. is "all right."

The evening was spent in various ways, a large number of the guests being entertained at cards and billiards at the rooms of the Decatur Club.

#### THURSDAY—SECOND DAY—MORNING SESSION.

The morning session of the second day was opened by Edward H. Culver, grain inspector at Toledo, Ohio, who called attention to the new inspection rules to go into effect in that market July 1 next. He said it was the purpose in making the new rules to have the grades conform as nearly as possible to those of the other great markets. These rules are published elsewhere in this number.

It was announced that the arbitration committee was prepared to hear any complaints that might properly be brought before them; but none were filed.

Col. W. L. Barnum of the Millers' National Fire Insurance Co. then read a paper on mutual fire insurance, which appears on another page.

A proposition was here submitted to amend the section of the constitution relating to dues. The amendment provided that "in addition to the \$5 for the first station, \$2.50 be paid for each station additional up to and including the fifth, payable in advance to June 1 of each year; . . . each member shall have a vote on all important questions for each \$5 or fraction of \$5 paid."

Messrs. T. P. Baxter of Taylorville and Secretary Tyler favored the amendment because it would raise more revenue, which the Secretary said is needed to further the work of the Association; but the "stock company" idea involved in the proposed plan of cumulative voting was shown by the debate to be anything but popular, saying nothing of the question of the increased expense of dues. The proposition provoked an animated debate. Finally, on motion of Mr. H. C. Suttle of Kenney, the matter was laid on the table, where it died.

The report of Mr. F. M. Pratt of Decatur, Treasurer, was then submitted, as follows:

To amount on hand as per report June 8, 1897 .....	\$ 227.69
To amount received from B. S. Tyler, Secretary, for dues and membership fees...	3,297.30
	<b>\$3,524.99</b>
By salary and expenses of traveling representatives .....	\$2,160.43
By salary of Secretary to March 1, 1898..	675.00
By postage, printing and stationery.....	241.84
By miscellaneous expense .....	356.23
By balance on hand June 8, 1898.....	91.49
	<b>\$3,524.99</b>

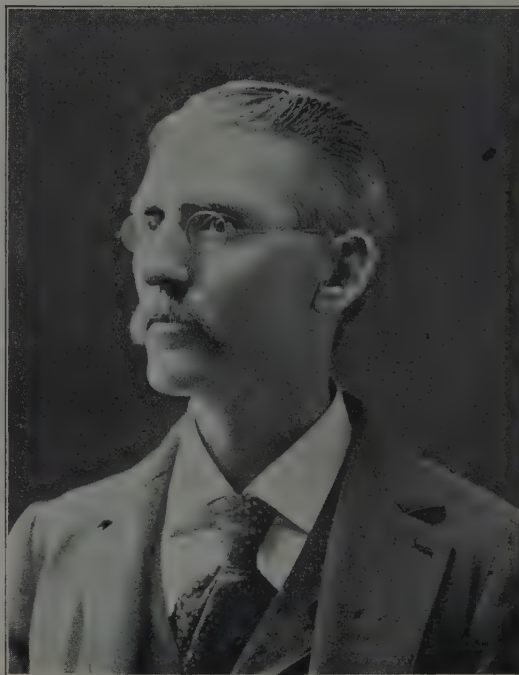
On motion of P. Whalen of Cabery the report was referred to the Executive Committee for auditing.

The Secretary reported that after the last quarterly meeting a second traveling representative had been put on the road, who, during the eight weeks he was at work had secured 62 new members.

Under the heading of miscellaneous business, the reduced railroad fare question came up. It was explained that under the certificate system it required 100 receipts to secure the reduction of fare, but that although the Association had always had more than that number in attendance, it had never been possible to find 100 members holding such receipts. It was suggested that at future meetings all members paying fares should take receipts so as to meet the railways' requirements.

A half hour or more was then devoted to crop reports, which were quite conflicting, both as to condition of wheat and planting of corn, but on the whole the crop outlook is favorable.

As a contribution to the experience meeting here indulged in for a moment, Mr. I. P. Rumsey, of Rumsey, Lightner & Co., commission merchants, Chicago, related an episode of the Leiter campaign, not without its moral, for the farmers present. It appeared that Mr. Rumsey received notice from a farmer in Kentucky, hitherto unknown to him, that he had forwarded to the Chicago house a car of wheat, and that he, the consignor, would accompany the car in and direct its sale on the ground in person. The Leiter campaign was then at its acme, and Mr. Rumsey's Kentucky patron expected to get at least \$2 a bushel for his grain. The sample taken when the car arrived smelled rather badly—for wheat. In fact, the only definitely distinguishable odor about it was that of guano or the suspicion of an ancient hen roost. When the Kentuckian's attention was called to this peculiarity of his grain, which is not by any means characteristic of Kentucky winter wheat, he said: "There, darn that coon; I'll just bet he didn't sweep out that car as I told him. You see, the car came down



DIRECTOR P. WHALEN OF CABERY, ILL.

loaded with fertilizer, and that blamed darky didn't clean out the car before loading in the wheat." Well, that car of wheat didn't go to Mr. Leiter at \$2, in spite of the fact that the Kentuckian chased the car several times around Chicago via the inner belt route, and made life a burden for various railway and inspection office clerks and principals for many days. In fact, the wheat is still in Chicago, and still propounding to every new acquaintance it makes the still unsolved problem, respectfully submitted to the trade in general, how to get the guano smell off of wheat, and the taste of the hen roost out of it and save the wheat from the crematory.

As a bit of "experience," Mr. Rumsey's contribution was voted a "corker."

Letters of regret that they were unable to be present were read from Internal Revenue Collector Merriam and ex-Gov. Jos. Fifer.

The following resolution was adopted:

Whereas, The hopper scales in the old elevators at central grain markets are so small as to necessitate the weighing of a carload of grain in two and three drafts, thereby doubling and tripling the opportunities for errors in weighing and recording; therefore be it

Resolved, That the Secretary of this Association be instructed to petition the weighing committee of each market to have the old-time small-capacity hopper scales displaced by up-to-date scales of sufficient capacity to weigh a carload of 90,000 pounds at one draft.

Mr. E. R. Ulrich Jr. of Springfield thought track scales better than the hopper scale, as there is no

loss between the car and the hopper but Mr. E. H. Reynolds of Sterling said that unless the car, while weighing, is uncoupled from all other cars, no reliance can be placed upon its weight, as indicated by the track scale; and Secretary Tyler said that in his experience the hopper scale is the more satisfactory. One gentleman suggested that every weighing scale should be provided with an automatic weight recording device, which would make a record of the weights independently of the weighman's record. Mr. Boyce said also that hopper scales are not infrequently left open, and grain is lost before the fact is discovered. Adjourned.

#### THURSDAY AFTERNOON SESSION.

The Executive Committee reported the Treasurer's report correct and recommended its adoption. It was so adopted.

Mr. Ulrich offered the following resolution:

Whereas, The directors of the Illinois Grain Dealers' Association have discovered that to keep a traveling man on the road and pay other expenses, \$5 per annum as dues are not sufficient to pay expenses; therefore, be it

Resolved, That the annual dues be made \$10, payable semi-annually.

The questions of the usefulness of the traveling man and of dues were thus again made the subject of a spirited debate, Mr. Selby practically settling the first, however, by his showing that the traveling man cost \$2,160, and earned \$2,500—a net profit of over \$300.

Mr. A. C. Hall of Paxton was afraid the doubling of dues would cause a falling off in membership.

Secretary Tyler reminded the Association that while a traveling man is a necessity, yet in the future, so much of the state having been canvassed, his earnings would come slower than they had in the past year, when the growth of the Association had been phenomenal. Besides this, the traveling man in the future will have other duties, increasing in number and in importance, besides securing new members, and if he is drawn off the road the interest in the Association is sure to wane.

Mr. Hall thought that the present membership of 750 at \$5 each would raise money enough to keep the man on the road and pay other expenses also.

It also appeared from information elicited by questions by Mr. James Parrot of St. Louis that much likely territory still remains to be canvassed for membership.

Mr. Rumsey thought it apparent that the dues must be increased; the only question was the best way to do it. For his part he thought the plan proposed by the amendment mentioned above, eliminating the cumulative voting feature, the best presented.

On motion of Mr. Hall it was ordered that the dues remain at \$5 as in the past, but that in case a deficit is to be provided for, the Secretary be authorized to levy a pro-rata assessment to make up such deficiency.

At this point the G. A. R. Quartet again entertained the Association with patriotic songs, two of which were original. The first was set to the tune and meter of "John Brown's Body," and the other to "Yankee Doodle." Both were immensely successful, the second especially so. It was as follows:

Yankee Dewey sailed his boats  
Down in Manila bay, sir;  
He found the Spaniards on their floats,  
And blew them all away, sir.  
Chorus: Yankee Dewey, keep it up,  
Oh, Dewey, you're a dandy;  
Yankee Dewey, keep it up,  
Yes, Dewey, you're a dandy.

Then Yankee Dewey sent us word,  
And this is what he said, sir,  
We've sunk the gunboats every one,  
And not a Yankee dead, sir.

It pleased McKinley monstrous well  
That Dewey did the Dons, sir;  
He changed his name to Admiral,  
And said, "That's right, keep on, sir."

#### THE WAREHOUSE BILL DISCUSSION.

The debate on the topic, "The Warehouse Law: Should It Be Repealed or Amended?" opened by Mr. S. H. Greeley of Chicago, and extending through a couple of hours, was the most conspicuous feature

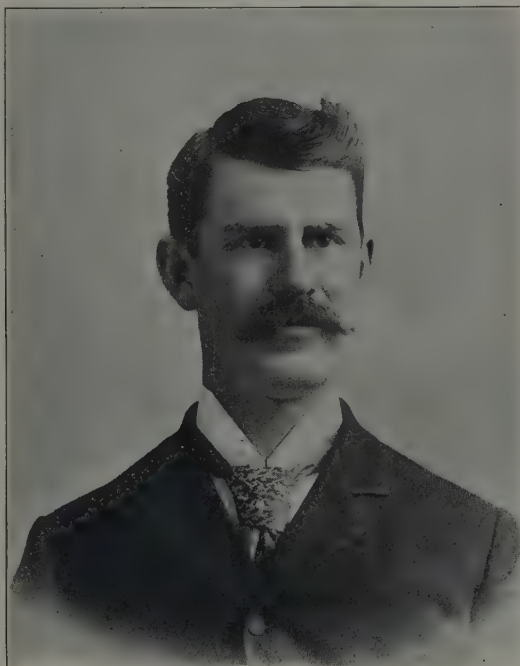


of the meeting. Mr. Greeley, who had been invited to make the chief address, began by saying that he appeared there as an American citizen, the father of a family, and a grain dealer, to discuss with the Association an important subject. Chicago is the gateway of commerce between the West and the East. Its location compels the products of the Northwest to pass through her limits. It is the greatest railway center of the world, and its grain tonnage is enormous. It was essential to the commercial interests of the country that the grain passing from west to east, from producer to consumer, should have proper facilities for transfer at Chicago. The railroads originally provided their own elevators, which were the distributors of the grain they handled, and the public was in no manner restricted in its operations of receiving, shipping, storing or transferring its grain at will, while the rates for elevator service and the privilege thereof were alike to all. The grain on arriving in Chicago was inspected in the car or boat, and on entering storage the consignments were unloaded in bins set apart for each special grade, thus insuring a fair average quality for such grade to the shipper who took it out. The warehouse operators were, therefore, simple custodians acting under the laws. In 1885, or soon after Armour & Co. started in the warehouse business as a dealer in grains, and thus for the first time, a public warehouseman, a licensed servant of the people, whose business had been created by the necessities of the people, became a merchant dealing in properties passing through the houses over which he was commissioned by the law to act as a mere custodian only. The warehouse men, in other words, became merchants of properties which the law commissioned them to handle as bailees only. It would have been no more detrimental to the public interests had the Western railroads centering at Chicago announced themselves as dealers in grain, and while licensed only as common carriers, should have proceeded to make special rates to themselves while charging the public the regular advertised tariffs. The advantages enjoyed by the public warehousemen at present are, in fact, similar to those which would be enjoyed by the railroads if they were grain dealers. As the railroads could make their own rates of freight, so the warehousemen can make rates of storage to themselves, which means no storage, while the people pay the full rates. The effect of this movement of the warehousemen is apparent in the fact that whereas prior to 1885 not to exceed 2 per cent. of the warehouse receipts were issued to the warehousemen, in 1892 the percentage was 72, and now it is probably 90.

The entrance of the public warehouseman into the business of merchandising grain made a complicated condition in the trade. In the first place, the grain began to seek other markets; and to protect their tonnage and get the long hauls the railroads entering Chicago thought it to their interest to make all warehousemen on their lines dealers, and so to control the business by building warehouses on their lines and have their agents buy the grain to ship over their own roads and run into their own warehouses, or they made the warehousemen their agents, and by this act the warehousemen became the carriers of the grain, thus creating the "grain trust," composed of the public warehousemen of Chicago and the western railroads entering Chicago and backed by foreign New York and English capital. It is a most far-reaching combination, and one having an immense influence on the farmer, the grain dealer and all classes of citizens.

Now, to start with, the public warehousemen as competitive grain dealers are  $\frac{3}{4}$  cent (first storage charge) to the better at the start, and buying in the West and shipping over their own roads they can afford to bid a part of this  $\frac{3}{4}$  cent of storage for the grain. They also have an enormous advantage in the fact that by controlling all the grain, their own and that of other dealers, going into their houses, they can get all the profits arising from mixing and sorting grain. When one considers the immense volumes of grain passing through these houses, and the different values attached to the various grades, the opportunities for making enormous profits in this way are apparent.

The warehousemen are also carriers (in storage) of grain, and it is therefore to their interest to make all grain contract grain, and to hold it in order to make storage charges. This charge is the tribute paid to them by the speculative public, always the supporters of the market. In Chicago there is elevator capacity for 60,000,000 bushels of grain, of which 30,000,000 are regular. The warehousemen then strive to keep the houses full at all times, for no matter how the price of grain varies, the storage charge is always the same, and is always going on. They get possession of the grain and then sell it for future delivery, manipulating the market to keep an immense volume of grain in Chicago to beat down the market to hold the stuff there to earn storage, it being evident that the more they carry the more their earnings. It is otherwise to the interest of the warehousemen to keep prices low. If corn can be forced in the twenties, wheat in the sixties, and oats under 20 cents, in the Chicago market, the greater the profits of the syndicate, because it requires less invested capital. Insurance and interest are minimized; and by the reduction of prices the opportunities become greater to force the buyer to sell out his purchases, the warehouseman standing ready,



DIRECTOR H. N. KNIGHT, MONTICELLO, ILL.

when this holder is disheartened, to buy the grain of him at a reduced price, and resell for another deferred delivery, to some other investor who comes forward to support the market. The warehousemen's practice of holding of grain at the market center is an unnatural condition, and is the means employed to collect a tax upon the product between the producer and consumer, which never should exist, and of beating down the price also; for in a prominent delivery month, the vast amount of grain in Chicago stares the speculator in the face, and acts as a wet blanket; while small quantities would mean higher prices in the pit and at the crib. It needs but a short investigation to comprehend the pernicious effects of these huge volumes of grain carried as above described. They constantly invite an army of bear raiders to enter the market, and pound prices without mercy. They drive away investors, who, knowing the disadvantages with which they have to contend, seek other fields for their capital; and no arguments can be advanced to show whereby this unnatural hoarding of grain is beneficial except to those who belong to that large brigade of speculating despoilers and bold extortioners who thrive on the misfortunes of others.

Referring to the recent Leiter campaign, Mr. Greeley said that the action of the Board of Trade in withdrawing No. 2 wheat from the contract grades had made that deal a possible success. This step by the Board had stopped carrying charges, and further, by preventing the manufacturing of contract wheat in the elevators, it had made it possible for Mr. Leiter to

go ahead with his deal, knowing exactly what kind of wheat he would, or should, get on his warehouse receipts. And the success of that campaign is, he said, the best proof of the wisdom of the Board's action.

Mr. Greeley said he held that the public warehouseman has no right to act as a dealer in the grain he handles as custodian. There should be in Chicago and other markets enough regular houses to protect sales but not enough to make room for grain to be used as a club. To bring about such a condition is, of course, a difficult problem, but it is one which must be met.

The Chicago grain market, he continued, was made by nature and the grain dealers in the past; it is being destroyed by the warehouse combination of to-day. He then went into the details of a number of shady transactions by members of this combination, the amazing thing about which, if true, is that the perpetrators have thus far escaped the very severe punishment provided by the law for the offenses charged.

Continuing, Mr. Greeley referred to the decision of Judge Tuley on the warehousemen's right to act as grain dealers, by which their business was held to be illegal and against public policy; and then added that the warehousemen, finding themselves defeated in court, and pending the decision of the Supreme Court of Illinois, to which the case was appealed, hastened to Springfield within two weeks after the arguments had been finished to procure an amendment to the warehouse law, granting them the privilege of continuing their nefarious practices. As one of a committee who fought this issue at the state capitol, Mr. Greeley said he was prepared to say that the methods adopted to secure the passage of the amendment known as the Warehouse Bill were at least very suspicious, and there is little credit due to the honor of those of our state representatives who fell in line with the arguments of the warehousemen.

In reference to the repeal of the Warehouse Bill now being agitated, largely by members of this Association, Mr. Greeley in substance said: It is asking no favor of the voters of Illinois, but on the other hand it is their duty to instruct their state representatives and senators either personally or by letter, to bury this system when the proper bill with that object in view is presented. The intricate details of the manipulations in the grain markets, the special favors shown by the railroad companies and the conditions which make it easy for speculators to sell the crops many times over before they are marketed, carry within themselves many difficulties which make it impossible for one not constantly interested in these matters to fully comprehend them. But it is by no means an untimely warning to the people of this country to become informed as rapidly as possible as to the extent of these evils, with the intention of adopting measures for their correction. Any system that carries with it the destruction of healthy competition for the products of this country, which has a tendency to depress values, and to bring misfortune to producers, should call forth determined opposition. The strength of the warehousemen rests largely in the unanimity of action among the members, and the close alliance with the western railroads centering in Chicago. This coöperation on the part of these corporations can be met only by organization on the part of the people, and it is well to recommend to the state grain organizations throughout the country that they become leaders in the opposition to this system. It should be their aim to solicit the sympathy of all commercial bodies, especially boards of trade, farmers' alliances, agricultural societies, and other bodies directly interested in grain to meet coöperation with coöperation and to combine to down the combine, which in this case is simply asking for better conduct on the part of the public's own servants.

Mr. H. C. Mowry said: "Talk is cheap, but money does something else." So to get at the business quickly, he moved the adoption of the following resolution:

Whereas, At the last General Assembly of the representatives of the state of Illinois, a law was



passed permitting public warehousemen of Chicago to deal in grain; and

Whereas, In our belief that law was passed by the free use of boodle, but nevertheless stands as a law in the face of a decision of our courts, and is against the welfare of producers, grain dealers and merchants of our land; therefore be it

Resolved, That we pledge our united efforts to reinstate those of our public officials at Springfield who voted against its passage, and furthermore, that we support those candidates who agree to work to secure the repeal of said law and to enact another forbidding such warehousemen to deal in grain.

Mr. Mowry added that the resolution had no personal bearing, but is merely expressive of the Association's sentiment that legislative candidates should be pledged to the repeal of the present law.

G. T. Elliott of Sterling, an old grain dealer, said he would like to tell his experience. Three years ago, he said, he found in his mail from Armour & Co. a bid for his grain. He had never done business with them before. The bid was high; and he wired Armour & Co. to enter his grain. He then shipped, got his price and his money, and has continued to do business with that firm ever since; and he insisted he was never treated better in all his business life. Does anyone believe, he asked, the stories of the firm's corruption as related here today? [Cries, "Yes!" "Yes!"] He did not, he said—his experience had been different. He said he had been a member of the Chicago Board of Trade or a grain dealer continuously since 1854, and is familiar with the warehouse system of that city; and he declared he never knew a time when the warehousemen did not buy grain—when they did not mix low grade and high grade grain to make contract grain—when they did not make money by cleaning grain. He never knew a time, he said, when there was not some sort of a row on hand between the elevator men and the grain buyer or commission men and shippers, generally stirred up by the men who didn't get commissions. As for himself, he said, he got more for his grain from Armour & Co. than from other dealers and could afford to pay the farmer more. Mr. Elliott, continuing as best he could among the many interruptions, for he was manifestly talking against the stream of sentiment, albeit he was treated with courtesy in spite of the evident excitement he was stirring up, said, that as to the warehousemen's pernicious use of the  $\frac{3}{4}$  cent initial storage charge, and his other alleged advantages, that might all be true, but said use had not been demonstrated; and he thought Armour & Co., for example, would handle just as much grain if they had no warehouse at all. In fact, he doubted very much whether warehouses would continue at all if their owners were absolutely forbidden to handle grain in their own houses on their own account.

C. Voris of Windsor supported the resolution, and in his speech dwelt mainly on the point that the Chicago inspection of grain was against the shipper and favored the warehouseman, who took advantage of his opportunity to manufacture contract grain. What the grain dealers want in Chicago is an inspection that is just to all and not a system that amounts to a "squeezing by a polar bear." The constitution of the state prohibits warehousemen from being grain dealers, and upon that basis in 1871 the inspection of grain was taken out of private hands and turned over to state officials, and grain dealers are now all interested in maintaining the integrity of that inspection. There will always be a conflict of interests, but the dealers must start even, and to do that they must have the present law repealed; and he added that he was for any candidate who would pledge himself to vote for that repeal. He was opposed to all laws or customs that made it possible for a few to manipulate for their own advantage the prices of grain not yet harvested or even planted. Legislation, if it favors anyone, should favor the grain grower, and this Association should urge legislation to protect both the grower and the country grain dealer. As for himself, what deals he had had with Armour & Co. were entirely satisfactory. He was not fighting the Armours but the system under which the public warehousemen are operating, and he proposed to shape his political course at home on that basis.

Senator Manecke asked Mr. Elliott if he thought the warehousemen went to Springfield for legislation to help him, a farmer; to which Mr. Elliott replied that they went there to get their business legalized, Judge Tuley having declared it illegal. He (Elliott) had gone to Springfield at that time primarily on his own business, but had discussed the bill while there with many members. If money was used to influence the passage of the bill, he knew nothing of it.

Mr. Greeley suggested that if the law were repealed the status would be simply that of prior to 1885, and no one denied that warehousemen had gotten very rich out of the business in the days when they were not allowed under the law to deal in grain.

As to competition, asked Mr. Elliott, what is to prevent eastern men from entering the Chicago market? To which reply was made that grain dealers do not object to anyone's buying grain except the men who act as the custodians of other people's grain.

Mr. I. P. Rumsey said he had known Mr. Elliott for 30 years and knew nothing but what was good of him; but Mr. Elliott buys grain on the "Q." road, which is controlled by Armour & Co. As to



DIRECTOR E. F. UNLAND OF PEKIN, ILL.

the warehouse system, he continued, everyone knows that there is an immense difference in the values of different qualities of the same grade of grain, and as the elevators are now conducted they get all the benefits of that difference by retaining the best grain and delivering to shippers only the poorer and poorest qualities. In wheat, for example, this tends to keep down prices, since the shippers get only the poorest wheat. He said he knew of a single lot of weevilly wheat which was used as a club to beat down prices for more than two years. Buyers will not take hold when they know, or fear, that they will get none but the poorest grain. In the old days, there was an inspection, as now, but when grain was found to be out of condition the receipts were so posted. It was then examined and sold on its merits, but no bad grain is posted now. The Chicago dealers are, in fact, at the absolute mercy of the warehousemen and must take the grain that is offered them as shippers. Years ago Chicago's inspection certificates were good anywhere in the world, but to-day they are not worth the paper they are printed on, and carry positively no weight.

The debate was a very animated one, but wholly one-sided but for Mr. Elliott's remarks and a few tentative questions put by some others who did not quite understand why grain inspected in as No. 2 should not be inspected out also as No. 2. Mr. Hull also did not believe that the warehousemen controlled prices, and cited the Leiter case; but the reply to this was made that they would have controlled the price of wheat in Chicago during that

deal but for the fact that the board had removed No. 2 spring from the contract grade.

The question being demanded, the resolution above was unanimously adopted.

Mr. Thomas Costello then offered the following resolution, which was unanimously adopted:

Whereas, Since our last annual meeting the state of Illinois has brought forth the greatest grain merchant of the century, whose keen foresight and marked ability as a grain merchant have brought enormous benefits to the grain trade and untold reward to the farmers and producers, not only of Illinois, but of the entire country; therefore, be it

Resolved, That we, the Illinois Grain Dealers' Association, in convention assembled, extend our hearty congratulations and best wishes to Mr. Joseph Leiter of Chicago, and hereby tender him an honorary membership in this Association.

The following officers were then elected by acclamation to serve for one year:

President—S. S. Tanner of Minier.

Vice-president—S. H. Greeley of Chicago.

Secretary—B. S. Tyler of Decatur.

Treasurer—F. M. Pratt of Decatur.

Directors—I. P. Rumsey of Chicago, P. Whalen of Cabery, Thos. Costello of Maroa, H. N. Knight of Monticello, E. F. Unland of Pekin.

The President was authorized to announce the names of the standing committees later by publication.

On motion of Mr. Greeley a vote of thanks was tendered the citizens of Decatur and to the G. A. R. post for the entertainment and use of hall.

Adjourned sine die.

#### CONVENTION NOTES.

"Dewey" punch was served during each day's sessions.

The Association is well pleased with the work of its traveling representative.

The fans distributed by the Shellabarger Mills & Elevator Co. of Decatur, were much appreciated.

The "American Elevator and Grain Trade" was represented by Eaton G. Osman and John E. Bacon.

The Millers' National Insurance Co. was represented by W. L. Barnum and Edward Dinsley, Chicago.

The Indiana grain dealers present were: E. W. Bassett, representing The Bassett Grain Co., Indianapolis; C. W. Cooper, representing The Hudnut Co. of Terre Haute.

The St. Louis receivers present were: W. H. Karns, representing Daniel P. Byrne & Co.; James Parrott, representing Catlin & Co.; John O. Ballard, of Ballard, Messmore & Co.

Farmer Applegate of Maroa placed the corn crib situation before the dealers in one sentence: "As long as the regular dealer makes a difference only of from  $\frac{1}{2}$  to 1 cent a bushel between poor and good corn, there is no inducement to a farmer to build cribs and deliver good corn."

W. H. Bergin, representing Southworth & Co. of Toledo, Ohio, distributed some very neat pocket memorandums among the dealers; L. B. Wilson, representing Ware & Leland of Chicago, furnished lead pencils bearing the firm name stamped in gold letters, and C. Knox Jr., representing Reynolds Bros. of Toledo, gave out some very handsome 15-inch rulers, and calendars.

The ride given to the members of the Association by the Decatur Cereal Mill Co. after the session adjourned Wednesday afternoon, was very enjoyable. Carriages were provided for all and the dealers were first driven out to the mill, where they were shown through the plant by F. M. Pratt, president, and H. I. Baldwin, secretary, of the company. They were then taken through some of the handsome residence streets of the city, the ride ending at the St. Nicholas.

Ohio was represented by F. W. Rundell, of W. A. Rundell & Co., Toledo; Edward H. Culver, chief grain inspector, Toledo; W. H. Bergin, representing Southworth & Co., Toledo; C. Knox Jr., representing Reynolds Bros., Toledo; Joe T. Gehring, representing the Cleveland Grain Company, Cleveland; C. S. Maguire, Cincinnati; George A. Root, of Whitecomb & Root, Cincinnati; John W. Bailey,



Toledo, commercial agent Michigan Central Railroad and agent Blue & Canada Southern Lines.

Among the Chicago receivers present were: I. P. Rumsey, of Rumsey, Lightner & Co.; J. G. Smyth, representing Rosenbaum Bros.; Wallace Armstrong, representing W. R. Mumford & Co.; John F. Howard, representing the Calumet Grain & Elevator Co.; Geo. A. Dewey, representing Milmine, Bodman & Co.; S. H. Greeley, J. W. Radford, representing Pope & Eckhardt Co.; D. H. Winans, representing Hulburd, Warren & Co.; L. B. Wilson, representing Ware & Leland; J. H. Moberly, representing The Weare Commission Co.; M. J. Timberlake, representing E. Seckel & Co.

The banquet was given under the auspices of the Dorcas Society of Decatur at the Guards Armory. Shortly after 6 o'clock the members of the Association gathered at the G. A. R. Hall and marched in a body to the banquet room. Here they were right royally feasted by the ladies of the society, and after a speech by President Tanner and a rising vote expressive of the thanks of the dealers for their entertainment, they made their way back to the G. A. R. Hall. The evening's entertainment consisted of music by Freeman Bros'. Guitar and Mandolin Orchestra and speeches and stories by H. C. Mowry, S. S. Tanner and I. P. Rumsey. The evening concluded the two days' meeting of the grain dealers, and the expression was unanimous that the fifth annual meeting had surpassed, in point of interest, in work accomplished, and in good fellowship among the members, all former meetings of the association.

#### ENJOY YOURSELVES.

[Written and sung at the Illinois Grain Dealers' Association banquet, by Allerton S. Freeman.]

To-night's the grain dealers' jubilee,  
Mm—!  
Celebratin', don't you see.  
Their popular fifth anniversary?  
After chasing bulls and bears,  
Up and down the pit's wide stairs,  
Just to see Ben Taylor "chargin'"  
The sporty boys up with their "margin."  
See Costello's face grow brighter,  
Now he says forget Joe Lighter.  
Let sweetest music fill the air,  
While Bart Tyler shouts from off his chair,—

Chorus: Enjoy yourselves—forget all the troubles of  
the past, long year.  
Enjoy yourselves, but don't cause no disgrace;  
Enjoy yourselves,—Remember that you can-  
not drink corn upon the ear,  
Don't forget to join our association and  
Keep up the same old pace.

The fun began about half past nine,  
Mm—!  
When they all went down to dine,  
And Jack Howard was there to shine.  
Theodore Baxter, so big and fat,  
Little Hall Greeley no bigger than that.  
Bill Shellabarger, the great mogul,  
Was there in time to get joyful;  
Frank Pratt was there, of course,  
Singing till he was quite hoarse.  
And the rest were as happy as happy could be  
For they all were in time for the jubilee.

Among the grain dealers present were: S. S. Tanner, Minier; Theo. P. Baxter, Taylorville; Thomas Costello, Maroa; B. S. Tyler, Decatur; P. Whalen and Thomas Nugent, Cabery; L. Probasco, Bloomington; J. M. Green, Wapello; F. L. Evans and Newton Davis, Decatur; F. M. Pratt, Decatur; J. J. Daley, Wapello; J. N. Keefer, Haristown; J. H. Chamberlain, Farmer City; S. W. Johns, W. L. Shellabarger, J. S. Wiley, Robert I. Hunt, Decatur; J. B. Good, Forsyth; H. E. Selby, Golden; A. C. Hall, Paxton; W. S. Sturgeon, Elliott; F. O. Oberhelman, Sublette; H. N. Knight, Monticello; J. R. Howell, Burrows; John Wiener, Emden; E. R. Ulrich Jr., Springfield; T. C. Kearney, Ulrich; T. S. and H. T. Paugh, Lodge; V. P. Turner, Pekin; W. L. and A. S. Dumont, Decatur; J. Crocker, Maroa; E. M. Wayne, Delavan; A. E. Ward, Champaign; E. F. Unland, Pekin; J. Renshaw, Decatur; P. J. Costello, Argenta; H. C. Mowry, Forsyth; J. M. Ernst, Humboldt; J. H. Gunder, Decatur; H. C. Vollmer, Tower Hill; L. R. Smith, Sullivan; S. E. Bear, Bearsdale; C. S. Watters, Toledo; Cassius Holcomb, Oakley; A. R. Scott, Bethany; M. F. Reilly, Reddick; A. E. Wood, Gibson City; J. V. Metzger, Pana; W. W. Denton, Millersville; William Buehrig, Minier; W. C. Darnali, Bloomington; T. A. Bone, Decatur; W. F. Banta, Ridge Farm; H. S. Nichols, Sedoris; D. E. Swin, Stonington; W. R.

Breckenridge, Kankakee; G. C. Righter, Bruce; Harry Newell, Bloomington; W. L. Bailey, Ulrich; H. M. Bone, Arcola; James Maguire, Wilson; Charles H. Martin, Joliet; F. R. Best, Palmer; G. T. Elliott, Mattoon; F. M. Rigg, Quincy; J. H. Poulter, Newman; Alec C. Durdy, Ohlman; H. C. Suttle, Kenney; G. W. Payne, Le Roy; James Inkster and Bartley Gulshen, Herscher; E. G. Hayward, Cropsey; G. S. Scriven, Colfax; Fred Jostes, Macon; E. E. Davis, Lake City; W. H. Suffern, Decatur; John H. Lloyd, Springfield; George W. Walker, Walker Station; J. L. Boyd and F. R. Best, Palmer; A. D. Herdman, Morrissonville; J. G. Newbegin and A. P. Hill, Blue Mound; F. E. McCoy and T. J. Freeland, Dalton City; Charles Voris, Windsor; A. B. Means, Anchor; F. M. Iowell, Arthur; E. S. Foster, Lovington; J. F. Dixon, Lake City; C. A. Burks, Bement; S. J. Stackhouse, Milmine; B. P. Staley, Champaign; Harry Riley, Tolono; E. Walker, Assumption; J. T. Walker, Moweaqua; W. F. Boyer, Meredosia; Lleming & Chipps, Sullivan; J. H. Uppendahl, Dalton City; McBride & Dillavon, Deland; H. W. Riley, Colona; J. R. Martin, Allenville; J. E. Larkin, Clarksdale; J. L. Belden,



DIRECTOR I. P. RUMSEY OF CHICAGO, ILL.

Prairie Hall; G. F. Powers, Hindsboro; S. T. Hodgson, Williamsburg; William Richie, Warrensburg; J. A. Roney and John Barron, Decatur; M. Truitt, Findlay; G. T. Elliott, Sterling; F. S. Larison, El Paso; L. A. Vasey, Le Roy; Thos. Ryan, Lincoln; Samuel Mangas, Hartsburg.

#### ELECTRICITY IN ELEVATORS.

The big elevator at Fitchburg, Mass., has given an order for electrical apparatus for operating its machinery. A portion of the plant has already been installed.

The order calls for one 125-kilowatt two-phase generator, seven 20-horse power Westinghouse motors, type C, and two 30-horse motors of the same pattern. These are to be used in operating the carriers in the elevators. To electricians the installation of this plant furnishes an example of the use of alternating currents for short-distance transmission. Ease in starting the motors from a distance, in reversing them and in their general utility, it is expected, will also be demonstrated. The induction motor is believed to be specially adapted for work in dusty locations, such as would be found in a grain elevator, where the use of direct current motors would be almost impossible. The successful operation of this plant, it is believed, will open up a new line of trade for the electrical manufacturing concerns. One of the largest firms in Chicago is having plans and specifications drawn

to the end that this system may be installed there in the event of the Fitchburg system proving to be a success.

#### SHRINKAGE IN HANDLING GRAIN.

A rather complicated case has just been decided by the Arbitration Committee of the Kansas City Board of Trade, involving the shrinkage on about 750,000 bushels of wheat handled by Perine Bros. for the George A. Adams Grain Co. in the Argentine elevator. There were two contracts under which the grain was handled, one running from August 23 to December 23, under which the elevator was to receive  $\frac{3}{4}$  of a cent per bushel, and the screenings cleaned from the wheat. The second contract ran from December 23 to April 1, under which the elevator was to receive  $\frac{3}{4}$  of a cent per bushel but the screenings were to be given to the owners of the wheat. At the expiration of the first contract the wheat in the elevator was weighed up and a cut-off was made. This showed a shortage of a little over 7,800 bushels or about  $\frac{3}{4}$  of a pound per bushel. Owing to there being a mix in the bin near the close of the second contract, the matter of determining the shrinkage on the wheat handled on the contracts was complicated and was placed in the hands of the committee.

Of the amount handled up to the expiration of the first contract, some 616,000 bushels, the shortage was 7,800 bushels, or  $\frac{3}{4}$  of a pound to the bushel. The wheat handled consisted of various grades and tests from Rejected to No. 2. This was cleaned, mixed and loaded out as No. 2 Red, 59 pounds, and passed inspection at St. Louis. About 40 per cent. was No. 2 and the balance low grades.

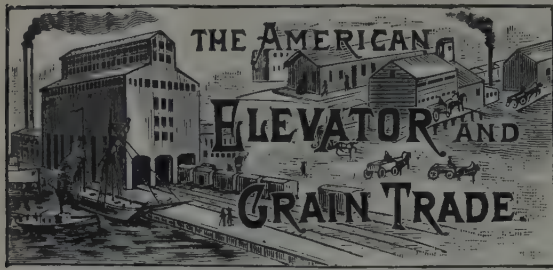
Voluminous evidence was submitted to the committee, whose verdict was necessarily of the nature of an estimate as it believed a mix had occurred and was convinced that the elevator had endeavored to give the best of service. The estimate of the committee was that taking the itemized statement which showed that the grain had been raised in test  $\frac{5}{8}$  of a pound to the bushel into consideration, the shrinkage on the grain handled should not exceed 1 per cent., besides the 100 pounds to the car, in accordance with the contract; and that after the expiration of the first contract 100 pounds per car should cover the shrinkage. The committee therefore gave judgment for 1,403 bushels 20 pounds of wheat and 284 bushels of screenings. We presume this decision will serve as a precedent in similar cases, though the large amount handled, the various grades received and the fact of the mix were elements that complicated the matter a great deal.

A lofty pyramid of corn was carried on one of the floats at the Bloomington, Ill., carnival. In front of the pyramid sat a farmer with his family who threw shelled corn at the crowd.

D. S. Shellabarger, of the Shellabarger Mill and Elevator Company of Decatur, Ill., who recently returned from the West, reports an immense wheat crop in Kansas, estimated in excess of 100,000,000 bushels, and a proportionally large crop in Oklahoma.

There is something quite singular about the rye market, says the Orange Judd Farmer. At Chicago and New York rye has for months kept at about half the price of wheat. But in Europe there has been no such discrepancy. In Germany, for instance, the official quotations of German-grown wheat at 30 different markets averaged about \$1.20 per bushel for wheat last December, against 90 cents for rye. Tables of quotations at other European markets show a difference of 20 cents to 30 cents between wheat and rye prices. In the United States, on the other hand, the discrepancy between the two articles has been fully twice as great. In the winter of 1891-92, following the Russian famine, when, however, Europe imported no more rye than she has during the present season, rye was quite as valuable as wheat. Only a few exporters handle American rye, and evidently they are able to so control the trade as to get a far larger share of the price paid abroad than can shippers of wheat or corn.





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### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JUNE 15, 1898.

Official Paper of the Illinois Grain Dealers' Association.

## THE MINNESOTA WAREHOUSE LAW.

It will be seen from "Court Decisions" elsewhere in this issue that Judge Bunn has declared the Minnesota warehouse law unconstitutional so far as regards the provision placing placing private elevators and warehouses under control of and subject to the rules of the Commission.

The decision was made in the case of the Minnesota Railroad and Warehouse Commission against the W. W. Cargill Co. of La Crosse, Wis. The defendant corporation is organized under the laws of Wisconsin and does business throughout the Northwest. One of its elevators is at Lanesboro, Minn., and is used altogether for the handling and storing of the company's own grain. It handles no grain for other persons. Nevertheless, this elevator, with all others like it, if located on a railroad right of way comes under the provisions of the law and must secure a state license to do business.

The Cargill Company declined to take out license, and the Commission sued to restrain the company from doing business. In answer, the Company set up the unconstitutionality of the law. Judge Bunn ruled that it was not a proper exercise of the police power of the state to dictate how a private business should be conducted. So far as the provisions relating to public warehouses are concerned, the judge held that they were within the proper exercise of the state's police power. The sweeping provision of the Minnesota law was passed by the

Legislature in deference to popular clamor which regarded all grain buyers as public enemies or at least as suspects. Like a great many

other laws which have been passed to curry favor with this or that class of the community, this law has been stripped of its inequitable features and is none the worse for it. Laws, like people, that seek equity must do equity.

## THE NATIONAL ASSOCIATION.

Inquiry has been made as to the time and place of holding the annual meeting of the Grain Dealers' National Association. In reply, President McCray says that it has been deemed wise to change the date of the annual meeting, which would otherwise come in this month. While the time has not been definitely decided upon, it will probably be in the fall. The National Association occupies a field of usefulness that will not be abandoned. It deserves hearty support. It is the proper nucleus for united effort in the future.

## THE ILLINOIS GRAIN DEALERS' MEETING.

The annual meeting of the Illinois Grain Dealers' Association, held at Decatur, and fully reported in this issue, is declared by all present to have been the best ever held by this thriving and influential association. The business of the meeting was, in fact, transacted with unusual spirit as well as harmony, and even when very delicate matters, like that of the increase of dues and some stages of the warehouse bill debate, were under consideration, in spite of the possibilities of friction involved, there was no sign of feeling or rebellion on the part of those in the minority. The Association, in short, is "chock full" of life and wholesome enthusiasm, and having in the warehouse bill matter a subject upon which all are a unit, the Association is visibly pervaded by a united determination to "work out their own salvation" by all pulling together as never before.

## AN INSURANCE POINT.

A somewhat nice question was sprung by some of the insurance men in Chicago in regard to settling the loss on the grain burned in Armour Elevator "D." The day of the fire wheat was, say, \$1.70 per bushel, and flaxseed \$1.38. Some of the insurance men proposed that the companies avail themselves of the "replacing clause," and tender an amount of wheat and flax equal to that consumed, in settlement of the loss. Both wheat and flax had tumbled and it was figured that the companies could save \$100,000 by settling in this way instead of paying the loss by taking prices on the day of the fire. We don't know how this scheme would work in court. It seems to us that the equities are all against such a proposition. A stock of goods is a very different thing from a house or building. There could be no objection to replacing the burned elevator with one equally as good as the one destroyed. But would it be "indemnity" to replace \$1.70 wheat with \$1.10 wheat when the former might have been sold for the higher figure between the day of the fire and the day of settlement? We think not. At any rate, large holders of grain should see to it that the statements of their policies are explicit and that no ambiguity exists as to the basis of settlement in case of fire.

## WHAT THE COURTS DECIDE.

We are more convinced than ever that we can do our readers no more signal service than to keep them informed as to what the courts are constantly deciding in regard to the grain dealer's business. Accordingly, we have made arrangements with the most competent lawyer we know of for the purpose, to give our readers, month by month, a synopsis of all the cases of interest to grain men.

This service will be prepared exclusively for this journal and will commence next month. It is not the intention to make lawyers or litigants of readers. But modern business demands more or less acquaintance with commercial law; a knowledge of how business transactions size up in court. And such knowledge is not only a protection against costly blunders, but an actual preventive of litigation.

## THE RELATIONS OF GRAIN DEALERS TO FARMERS.

The attendance of farmers at the Illinois Grain Dealers' Association's meeting was not large, but there was a number of sensible grain producers there who would be very stubborn men indeed if they should still retain the old suspicion that that organization was organized, as charged frequently by "yellow journals," for the purpose of making a pool "to rob the farmers." The subject was thoroughly and frankly discussed, and it is believed that not a syllable of Senator Manecke's "indictment" of the Association was left unquashed at the end of the debate. Listening to that debate, and to the farmers' side particularly, as presented by Senator Manecke, one is impressed with the fact that a conspicuous and unfortunate characteristic of a certain class of farmers is their liability to panic on exceedingly slight cause. That the absurd charge of conspiracy should ever have been entertained by them against the Illinois Grain Dealers' Association is proof of this. But that panic, it is to be hoped, is ended now.

## GREEKS BEARING GIFTS.

An extremely unique railway association is the newly formed Southwestern Bureau; that is, if it is still in existence, for rumors are current that it is threatened with dissolution, because one of the roads wants to hog the whole thing. The objects of the Bureau are stated as follows: To carry out federal and state laws regulating commerce and to aid in enforcing them, especially with the design to prevent unjust discrimination or the giving of undue or unreasonable preference or advantage to any shipper or to any particular traffic; to interchange authentic information with regard to tariffs and to consult as to their reasonableness, and, finally, to secure and distribute statistics. Members guilty of violating any law are liable to a fine, and it is further made the duty of the officers to prosecute them before the Commission.

This reads very nicely, but these law-abiding railways are the "disjecta membra" of the old Trans-Missouri Railroad Association, which the Supreme Court held was a trust and against public policy. Evidently the parties to the new Bureau think that the Supreme Court would deal mildly, or even commend, an organization



formed for the purpose of enforcing the laws. But the public will wait until it discovers what is meant by "consulting" about the reasonableness of rates, before it goes wild with joy over this reformer railway association.

### NOVEMBER AND JUNE—THE DIFFERENCE.

As you look over the fields of winter wheat just harvested or ready for the reaper and read the glowing reports of the extent and quality of the crop, just let your mind travel back to the last days of October and the commencement of November of last year. You will remember the "great drouth." You will recall the dark predictions that were almost universal. The few who insisted that after all there might be some winter wheat harvested in 1898 were looked upon as optimistic to the verge of eccentricity or downright crankiness. The crop was a total failure—even before it had sprouted. It wasn't going to sprout.

This is an emphatic instance of human fallibility, which may occur even when the "oldest inhabitant" essays the role of prophet. The only moral it contains is not to bet too much on appearances, especially of winter wheat planted in the dust.

### THIS AND COMING ISSUES.

The "American Elevator and Grain Trade" enlarges its borders this issue to the extent of four additional pages. We do this to print as full a report as possible of the meeting of the Illinois Grain Dealers' Association without curtailing any of the regular features of the paper. It is our purpose to give very full reports of all association meetings in the future, and whenever necessary the size of the paper will be increased to accommodate this additional matter. And we may state here that many new features will be incorporated in future issues, along with improvements in old departments, that will make this journal indispensable to all dealers who wish to keep abreast of the times. In this way we can best reciprocate the unflagging support which the trade has extended to this paper.

### INSURANCE ON GRAIN ELEVATORS.

The insurance companies are emitting a wail over their losses on elevators in the past six or seven years, particularly on terminal elevators. The rates on the latter class of risks have been reduced somewhat by the adoption of automatic sprinklers; too much the insurance companies think. The following table is given showing the number of losses for the last seven years, that for 1898 covering the year only to May 12:

	No. losses.	Reported loss.
1892 .....	3	\$ 230,000
1893 .....	10	2,143,000
1894 .....	12	2,048,500
1895 .....	15	1,025,000
1896 .....	14	2,843,000
1897 .....	19	1,886,000
1898 .....	13	2,848,500
Total .....	86	\$13,024,000

Of this amount Chicago has contributed \$3,158,000. We presume the table is intended to cover fires in large or terminal elevators only, as it is much too small in the number of losses

to cover all elevator fires but seems much too large to be confined solely to terminals.

Probably this exhibit represents the first move toward an increase of rates on elevator property. The same thing happened years ago with flour mills. The companies suddenly discovered that their flour mill business was not a paying one and straightway rates climbed up. The millers' mutual companies were formed, and now the stock companies are seeking good flour mill risks. The elevator business is good business for the insurance companies, especially the short-term insurance on grain; and while the table of losses presented above looks formidable, it proves nothing in the absence of a table showing premium receipts from this source in the same time. The elevator and grain interests are large enough to protect themselves should rates be advanced. They are high enough already, and we believe the business of insuring elevators and grain is profitable to companies that exercise caution in the selection of risks.

### THE LEITER DEAL.

Everybody, except perhaps Mr. Leiter himself, imagined the famous Leiter deal closed on May 31, except the getting rid of the cash wheat on hand, which, while large in amount, was supposed to be "velvet," which could be sacrificed without wiping out the supposedly enormous profits of the year's operations. The story of the collapse of the great deal on June 13 will have been perused by our readers by the time this reaches the eye, though at this writing rumors are conflicting in regard to the causes of the collapse and the extent of the losses. It is only certain that the deal has come to an end and the Leiter holdings are in the hands of trustees, to be closed out for the benefit of whom it may concern.

But, whatever may be the loss, and that is just as likely to be exaggerated as the gains certainly were in the popular mind, the deal will go on record as the most remarkable in the annals of the grain trade. It commenced April 2, 1897, when the first wheat was bought at 70½ cents. The lowest price paid was on June 18 of last year, 64¼ cents. The highest price to which wheat advanced on this market was \$1.85, on May 10, 1898. The largest interest held at any one time is supposed to have been 35,000,000 bushels. The total amount of wheat sold, principally for exportation, was 30,000,000 bushels. The estimated profit at the supposed close of the deal, May 31, was \$4,500,000, and the loss at this writing is estimated to be as large.

Whatever may be the losses and whatever may be the holdings in the hands of the trustees, Mr. Leiter gained the gratitude of both farmers and dealers. He deserved the resolution passed at the meeting of the Illinois Grain Dealers' Association. He pulled wheat out of the slough in which it had been floundering for years. He showed that "dollar wheat" was a possibility. For, we think no one will contend that the whole of the advance in price since a year ago was fictitious. The markets of the world showed that it was not; that Leiter rightly gauged the world's wants. That he may have bought too much high-priced wheat is very likely. But hindsight is easy; and what-

ever flippant papers may say about the "young man's chin," the public at large admires his splendid nerve.

### OPTION LEGISLATION.

It is interesting to note that just when the Knights of Labor are agitating anew in this country the question of suppressing speculative dealings in breadstuffs, word comes from Germany that it is not unlikely that the German agriculturists who were instrumental in abolishing "future" trading in that country will be the first to clamor for the repeal of the law. The German farmers are disgusted that grain did not rise in price as much or as rapidly in that country as in the rest of Europe. Strangely enough, they also want the tariff on grain advanced.

Apparently there is no prospect of legislation against futures in Great Britain. In the House of Commons one of the members asked the President of the Board of Trade whether he would inquire into the facts with the idea of discovering whether the recent rise in grain prices was due to grain gambling. In reply Mr. Ritchie stated that he did not consider it necessary to make any such inquiry with a view to connecting the rise in the price of cereals with dealings in grain, and also that he did not propose to initiate any legislation to prevent contracts for future delivery.

### A LOADING FEE.

Dealers should not forget, and at their meetings should not fail to remind the railroads that they are not forgetting the fact that they occupy a position which is anomalous, in their relations with the roads. The grain dealer is in effect a station agent of the road who stores freight and loads it upon the railroad company's cars. He performs a service for the road which the road performs for the rest of the public without charge. The elevator man renders this important service to the railroad without remuneration. If he did not, no Western road could handle the grain business at all. If the roads tried to do their grain business as it used to be done on the Mississippi, for instance, the attempt would have to be abandoned; elevators would have to be built. Under the present arrangement the elevator is absolutely necessary to the road's grain business. But the elevator man who renders it possible for the roads to handle grain and who makes it possible for one car to do the work of three or four or a dozen cars, under the system by which other freight is handled, receives neither salary nor remuneration for his actual service and investment of capital.

This state of affairs grew up when railroads were operated on a different basis and when the road could give return in reduced rates for the service rendered. The state, and national laws now make this sort of reciprocity impossible, were the roads disposed to give it. But the elevator owner is entitled to compensation for the work he does. He should insist on it. A loading fee or something of the sort should be given him as his right, and not as a favor. The present anomalous position which the grain trade occupies is not equitable; and the question of changing it should be ceaselessly agitated until the matter is settled and settled right.



# EDITORIAL MENTION

It is easier to get a grain dump and elevator than a new back or stronger arms.

Don't buy corn you know won't grade simply because some farmer wants you to.

The drop of 50 cents in wheat on May 31 certainly ought to have looked ominous, but none of us seemed to think so at the time.

Vesselmen on the lakes are looking forward hopefully to the later summer and early fall trade. There is at present little doing.

Has the scoop-shovel man disappeared from Illinois, or is he only sleeping? He wasn't mentioned once at the Decatur meeting.

In the Republican primaries held in Macon County, B. S. Tyler, Secretary of the Illinois Grain Dealers' Association, was victorious as a candidate for the Legislature.

The Ohio dealers have made preparations for a good time at their annual meeting at Star Island, Mich., June 21 and 22, judging from the official notification published elsewhere.

The Review of the River Plate says that the locust has not disappeared from Argentina by any means, and that the damage last summer (our winter) would have been much larger had it been a dry season.

If you follow Secretary Tyler's plan to make the seller guarantee the grade of cribbed corn during the germinating season, instead of doing it yourself, you may make more money handling rotten corn.

Our esteemed contemporary, the Duluth Daily Commercial Record, prints some "Points for Spreaders." The only pointer we can conscientiously give to spreaders is—don't. Spreading has been a mighty onsartin' game of late.

Elevator men who are in the so-called "union territory" will have to pay for tornado insurance 50 cents, 75 cents and \$1.00 for terms of one, two and three years respectively. This tariff does not apply to "wind wheat," which is extra-hazardous.

C. B. Murray of the Cincinnati Price Current places us under obligations for a copy of his invaluable Statistical Annual for the year ending March 1, 1898. This is a well-known feature of the Price Current, and one that is appreciated by members of the grain and provision trades.

The Knights of Labor at a recent meeting in New York determined to inaugurate a popular crusade against options and corners and at the same time denounced Leiter as a public enemy. And yet there are plenty of people who regard Leiter as a benefactor, and who can give good reasons for thinking so. It is a little curious

that one set of statesmen should be against option dealing because it makes grain dear, and another set because it makes grain cheap.

Dealers who were not present at Decatur can obtain an idea of how successful mutual insurance can be made under proper conditions and safeguards by reading Col. Barnum's paper, published elsewhere in this issue.

The question is, "Did the Leiter Deal benefit the farmer and dealer?" The ayes have it—judging from the opinions published elsewhere in this issue. And a great many people will regret that the Leiter Deal did not benefit Leiter.

The railroad men, discussing the Cincinnati reciprocal car service bill, always conclude that it is "impracticable"—because it is meant to make demurrage work both ways? Still, the mere talk about it seems have caused an improvement in car service at that point.

The Erie Canal boatmen have decided to test the question whether the terminals dedicated by law to canal purposes, and known as the canal district in the East River at New York, are legally in the possession of the railroads. A number of the piers are held by the railroads under leases.

The Forty-third Annual Report of the Baltimore Chamber of Commerce has been issued and we are indebted to the Secretary for a copy. It makes a volume of over 200 pages, filled with matter pertaining to the Baltimore market and to the statistics of the trade in the country at large as well.

Geo. W. McNear, the "California Wheat King," intends this year to annex several provinces to his domain. He has arranged to place buyers in the Palouse country and will establish a complete warehouse system in that region. Portland will be the base of operations, where he has already acquired wharves and warehouses.

Fire's fondness for grain is well known. When it once gets hold of a heap of grain, it won't let go. It has been known to smolder for over a year in the ruins of an elevator fire. For over three months engines were playing more or less on the ruins of the big Union elevator at East St. Louis, which burned January 25 last.

Some North Dakota farmers have sowed their wheat this year according to a new plan. They mixed flaxseed and wheat together, one peck of flax to two of wheat, and sowed it on the same ground. It is stated that this mixture will produce fifteen bushels of wheat and twelve bushels of flax to the acre and that the grain can be separated at a cost of a cent a bushel or less.

Senator Manecke, a farmer, said to the Illinois grain dealers the other day that "it is conceded" now that the man who performs the indispensable service of handling grain between the farmer and the consumer is as much a producer as the farmer. If farmers generally would concede this truth and make their complaints of unfair treatment by elevator men on that basis, the business relations of both would

be wonderfully improved thereby. The man has his place in this world because he is needed in it, but the farmers, who need his services most, are usually the first to think they can get on without him and to treat him as a parasite.

The war revenue bill which has finally passed imposes a tax of one cent on every \$100 of produce sold on the exchanges. The commission men expect to charge it to the customer. The scalpers and pit traders are kicking over the tax. While it is small it means \$75 on a million bushels of wheat at 75 cents; \$35 on a million bushels of corn and, say, \$25 on a million bushels of oats.

Grain dealers should be equally interested with the farmers in the movement for good roads. The spasmodic marketing of grain can be obviated to a large extent by good roads, thus making the dealer's business easier and often cheaper to handle. There is no surer way for a market to enlarge its trade territory than to see that good roads extend to the sections it is desired to reach.

The case cited elsewhere in this paper where a Virginia grain dealer recovered from the railroad for a shortage of 444 bushels out of a total shipment of 2,000 bushels of wheat sets one to wondering whether it was a case of badly leaking cars or of grain thieves. A shortage of 22 per cent. is rather exceptional, even for decrepit cars, and petty track thieves could hardly abstract so much.

Geo. F. Stone, Secretary of the Chicago Board of Trade, has issued the Fortieth Annual Report of the Trade and Commerce of Chicago for the year ending December 31, 1897. Like its predecessors, compiled by Mr. Stone, it is a model of statistical compilation. Its scope may be gathered from the fact that it makes a volume of about 450 pages octavo. It is indispensable to all who have dealings in the Chicago market and valuable to all who are in the trade in agricultural staples.

The Wichita, Kan., Eagle wants to know why there are not at least three elevators in that city, each with a capacity of a million bushels. As nobody interrupts it, it wants to know why there is not one, and why thirty or forty million bushels of grain destined for gulf ports are not handled in Wichita instead of elsewhere. Our conundrum editor is off fishing, but perhaps some of our readers can answer the question and prevent the Eagle from having a regular case of hysterics.

Gladstone, who for forty years or more filled such a large place in the world's history, was the son of a grain dealer of Liverpool, a member of the firm of Gladstone & Bradshaw. One of the exploits of his father, Sir John Gladstone, was bringing a fleet of twenty-four ships to America for grain one year when the crop was a general failure in Europe. It is a curious commentary on the imperfect means of communication in those days that Mr. Gladstone did not know that the crop was a failure in America also, which he only found to be the case on his arrival. Such an outcome looked like the ruin of his firm, but the elder Gladstone



picked up miscellaneous cargoes enough to reduce the actual loss of his gigantic enterprise to a trifle.

The characteristic letter of Secretary Babcock, published in this issue, was in reply to an inquiry from us as to the meaning of a newspaper paragraph which has been going the rounds. It will be easily gathered from Mr. Babcock's letter that the dealers of Northwestern Iowa are still full of ginger. They are going to have their section placed on the railway maps, as Mr. Babcock tersely puts it.

It seems that the Short Risk Grain Indemnity Co. of Minneapolis has ceased to do business. Its purpose was insuring and protecting, from day to day, all persons engaged in the production, milling, transporting, handling or storing grain, against loss by changes in price or shrinkage in value while in the course of transportation. This seems a good, utilitarian idea that ought to form the basis of a good business.

Austria has discovered that American clover seed is a dangerous article, as it deteriorates the quality of Hungarian clover and is mixed with a weed seed known as kleeseide. Consequently it is excluded from Austrian territory. Some of the esteemed Europeans apparently think everything produced in this country is off grade; yet it would frighten them most to death to have all supplies from America suddenly shut off.

The famous case of Drudge versus Leiter & Petersen is again in the Indiana courts, having traveled all the way up to the Supreme Court and back. It is now slated to return to the Supreme Court by the same route. Readers will remember that this case was fully reviewed in our February number. It involved the liability for grain stored in case of fire, and was a victory for an equitable interpretation of the grain dealer's relation to those who store grain.

A Chicago clergyman who has what are, in his own mind no doubt, well-defined notions of social reform and the other fads current among the advanced ministers of the day, delivered himself the other Sunday on the Leiter deal, which, he concluded, had been conducted on entirely artificial conditions, and which was, on the whole, he thought, an injury rather than a benefit to the country. He said, for example, that the so-called "dealing in futures, with such restrictions as are imposed by the Board of Trade, are probably beneficial;" but, feeling, perhaps, that in saying this much he had said too much to be consistent with himself as an up-to-date social reformer, all of which class are bent seemingly on putting some sort of a check upon the accumulation of wealth "by the few," he added that the rise in the price of wheat being paid for by the consumer of flour, there was therefore "nothing added to the wealth of the nation by the deal," concluding with the familiar twaddle of the militant reformer that the fact "that one man can thus manipulate a necessity of life, stands as a great commercial menace and ought to be prohibited." All of which goes to show that our particular ministerial friend is quite in line with so many others of his cloth, who, when they begin to open their mouths on politico-

economic questions, generally succeed in getting their feet into them.

The Illinois Grain Dealers' Association will make a hard fight, first, in the legislative conventions, to secure candidates on all tickets pledged to vote for the repeal of the present warehouse law, and, secondly, in the Legislature itself at the approaching winter meeting. Some of the few legislative candidates already named have been pledged, and the Association's officials will, so far as possible, bring the subject to the attention of farmers in all the legislative districts where nominating conventions are yet to be held, both directly in person and indirectly by means of correspondence and documents. The temper of this Association is indicated by the action on the Mowry resolution in the report published in this issue.

### THE BUFFALO COMBINE.

The latest news from Buffalo in regard to the elevator pool is that "there is a committee in New York engaged on it" and results are expected about this time. One elevator superintendent stated that he had been notified not to take any grain for less than five-eighths of a cent, which would seem to indicate that the owners of his elevator were sanguine that the pool would be revived. Accordingly all previous reports that the pool was irreparably broken were somewhat premature, as we hinted. Nothing short of a season's open competition will settle the pool question, and perhaps even then it won't be settled; not unless the outsiders have the nerve to stay outside.

### WHEAT PROSPECTS.

The harvest has already commenced and the reaper is already far advanced on his annual journey of several months' duration, from South to North. And the crop statistician is right along with him. In the North the ground is hardly warm yet; but, bless you, that does not stand in the way of figures. The crop estimates figure from 500,000,000 up to 700,000,000, this last being Mr. Snow's estimate. The government report indicates 640,000,000. The "American Elevator and Grain Trade's" estimate, based on a purely scientific process, is not yet ready for publication. But the reader can get it by applying the process himself. Take all the estimates, high and low, add them and divide by the number of estimates; subtract 139 bushels from the quotient (for effect; it looks exact) and you will come fairly near the true result.

### THE OMAHA MEETING.

We regret that the date of the Omaha meeting being the same as that of the issue of this journal prevents our giving a report of the proceedings in this number. We look upon this gathering as one of the most important moves that has been made toward uniting the grain dealers in a common effort for the common good. While local and state associations can best handle such questions as involve abuses not common to the whole trade, the wider questions that affect all dealers will never be settled without united effort that can exert pressure or influence not at one point, but at

many. It is hoped, and not without reason, that the Omaha meeting will have a large attendance; that it will mark an epoch in associated effort and be productive of great good. A full account of the proceedings will appear in our next issue.

The Kansas City Packer has been looking up, or rather trying to look up, for it has not been able to locate him, an alleged grain shipper and receiver of that city against whom complaint has been made. It found that his letter-heads located his office on both sides of State Line street, the one location being in Kansas and the other in Missouri. It thought it unnecessary to pursue the inquiry any further.

### GRAIN CHARGES AT NEW YORK.

On and after Monday, May 23, the rates for grain inspection shall be as follows:

For inspection and verification of track weights, 25 cents per carload.

For inspection of boatloads of canal grain, \$2 each.

For inspection into regular warehouse, 25 cents per 1,000 bushels.

For inspection out of regular warehouse, 25 cents per 1,000 bushels.

For out inspection and superintending at place of delivery of grain afloat (when requested), 25 cents per 1,000 bushels.

These figures represent a reduction of 5 cents per 1,000 bushels from those previously current, and represent, also, a reduction of 25 cents per 1,000 bushels—or 50 per cent.—ordered by the Exchange during the year. An exception to this statement is the charge for inspecting canal grain, which was not charged in August last when the first reduction was made, but which has now been reduced from \$3 per boatload to \$2.

The cause of the reduction is the large increase in the grain business, which has rendered unnecessary a continuance of the old fees. The object of the fees is to support the Grain Inspection Bureau, which practically guarantees the Produce Exchange official inspection of grain. A year ago the surplus to the credit of the grain inspection fund was about \$30,000. Now it is about \$65,000, and the Grain Committee, considering a further accumulation unnecessary, ordered the reduction of the fees. Following are the provisions of the Produce Exchange grain rules showing how the grain inspection guarantee operates:

"Any holder of a railroad certificate of graded grain who shall be dissatisfied with the grade of any lot tendered may call for a reinspection, subject to appeal to the committee on grain. If the decision of the inspector shall be sustained, the cost of reinspection shall be borne by the holder of the certificate, but if not sustained by reason of error on the part of the inspector or his deputies, the Exchange shall be liable for damage occasioned thereby to an amount not exceeding the sum in the said Grain Inspection Fund at the time when such damage shall be ascertained and audited by the Committee on Grain and payment demanded of the treasurer, a sufficient sum being first deducted from said fund to provide for such salaries and expenses connected with the inspection office as the Exchange may be called upon to pay. The Committee on Grain may also ascertain and audit other claims for damages made by any member and arising from the grading of grain under agreement between the Exchange and railroad companies, and the same, as so ascertained and audited, shall be paid from said fund to like amount, and after the same deduction as above provided in cases of error on the part of the inspector or his deputies.

"Any holder of an inspector's certificate of graded grain, other than railroad certificates, may appeal from the decision of the inspector to the Committee on Grain, upon payment of a fee of two dollars in case the inspector is sustained, for each parcel submitted to them."



RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since May 15, has been as follows:

May.	NO. 2 R.W.WHT		NO.1NOR WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO.1M.W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15	142	147	145	147	36½	37	30	30½	68	68½	137½	138
16	146	150	145	147	36½	36¾	30	30½	68½	69	137½	138
17	140	150	148	148	36½	36¾	29½	30	67	67	138	138
18	135	140	138	138	35¾	36	30½	30½	63	64	138	138
19	140	145	142	142	36	36½	29½	30½	63½	64	138	138
20	150	160½	150	160	35¾	36¼	30	30	65	64½		
21												
22	153	160	155	155	34¾	35½	29½	31	65	65½	134	134
23	160	164	160	160	34½	34¾	29½	30½	65	66	133	134½
24	164	166			34½	34¾	29½	30½	65	66	129	131
25	169	172			31	34½	28½	33	64	64	132	132
26	165	168			32½	33½	27½	27½	58	60	129½	131
27	166	168			32½	33	26½	27	50	50	129	129
28												
29												
30*												
31					33	33½	26	26½	48	49	123	127
June—												
1	105	119			33½	33½			46	48	122	122
2			107	107	33	33½			44	48	122	122
3					33	33½	26½	26½	47	47		
4					32½	33½						
5												
6					31½	32			47	47	120	120
7					31½	32					116	117
8					31½	32½			45	45		
9					32½	32½	25	25½	45½	45½	116½	116½
10					33½	33½	25½	25½	45½	45	116½	116½
11					32½	33½	24½	25½	45	45		
12												
13	87	87			31½	32½			43	43½	116	116
14												

\* Memorial Day.

During the week ending May 20, Prime Contract Timothy Seed sold at \$2.80@2.85 per cental; Prime Contract Clover Seed at \$4.90@5.25; Hungarian at \$0.75@0.90; German Millet at \$0.70@1.00, buckwheat at \$0.90 to \$1.00 per 100 pounds.

During the week ending May 27 Prime Contract Timothy Seed sold at \$2.80@2.90 per cental; Prime Contract Clover Seed at \$5.25@5.50; Hungarian at \$0.75@0.90; German Millet at \$0.70@1.00; buckwheat at \$0.90 to 1.10 per 100 pounds.

During the week ending June 3, Prime Contract Timothy Seed sold at \$2.80@2.90 per cental; Prime Contract Clover Seed at \$5.25; Hungarian at \$0.60@0.75; German Millet at \$0.70@0.95; buckwheat at \$0.90@1.10 per 100 pounds.

During the week ending June 10, Prime Contract Timothy Seed sold at \$2.67½@2.80 per cental; Prime Contract Clover Seed at \$5.25; Hungarian at \$0.60 @0.75; German Millet at \$0.65@1.00; buckwheat at \$0.90@1.10 per 100 pounds.

RECEIPTS AND SHIPMENTS AT NEW ORLEANS.

The receipts and shipments of grain, etc., at New Orleans, La., during the month of May, 1898, as compared with the same period of the preceding year, were, according to Hy. H. Smith, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	1,885,717	175	1,660,818	None.
Corn, bushels.....	1,185,600	509,091	1,346,936	596,235
Oats, bushels.....	1,178,665	261,453	463,895	65,000
Rye, bushels.....	10,000	None.	10,000	None.
Rough Rice, sacks.....				
Clean Rice, barrels.....				
Flour, barrels.....	70,966	33,678	5,911	3,568

Following is Secretary Smith's report of the movement of rough and clean rice at New Orleans from Aug. 1, 1897, to June 1, 1898: Receipts of rough rice, in sacks, 466,868, against 375,810 in previous season. Shipments, 473,868, against 398,173 sacks in previous season. Receipts of clean rice, in barrels, 8,081, against 9,490 barrels. Shipments, 120,845, against 101,011 barrels. Total stock of rough rice June 1, 19,058, against 60,860 sacks on June 1, 1897. Total stock No. 1 clean rice, 5,281, against 4,109 barrels on June 1, 1897. Total stock No. 2 clean rice, 1,098, against 315 barrels on June 1, 1897.

RECEIPTS AND SHIPMENTS AT CLEVELAND.

The receipts and shipments of grain, hay, etc., at Cleveland, Ohio, during the month of May, 1898, as compared with the same period of the preceding year, were, according to F. A. Scott, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	347,432	297,950	223,385	96,724
Corn, bushels.....	658,209	174,488	284,545	9,400
Oats, bushels.....	466,353	220,369	304,152	51,195
Barley, bushels.....	24,533	50,413		
Rye and other cereals...	26,379	118,968	59,636	2,389
Hay, tons.....				
Flour, barrels.....	60,490	40,310	28,670	23,860

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of May, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	50,000	35,400	11,400	15,000
Corn, bushels.....	1,995,700	1,665,400	789,400	296,050
Oats, bushels.....	799,650	1,107,950	987,350	875,700
Barley, bushels.....	97,700	30,800	34,400	30,100
Rye, bushels.....	13,200	6,000	1,200	1,800
Mill Feed, tons.....	670	75	4,945	4,732
Seeds, pounds.....		60,000		90,900
Broom Corn, pounds.....	60,000	60,000	45,000	32,700
Hay, tons.....	3,590	3,340	700	690
Flour, barrels.....	39,300	31,900	43,600	29,850
Spirits and Liquors, bbls.				
Syrup and Glucose, bbls.				

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of May, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	739,900	386,661	1,101,388	320,020
Corn, bushels.....	3,316,500	1,724,100	3,612,770	1,322,140
Oats, bushels.....	1,276,800	1,180,300	635,876	206,768
Barley, bushels.....	48,000	20,250	2,480	
Rye, bushels.....	30,100	113,400	26,330	114,478
Hay, tons.....	14,053	17,715	8,432	7,318
Flour, barrels.....	143,755	109,175	114,242	121,314

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the month of May, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	4,706,360	4,260,250	1,279,440	958,600
Corn, bushels.....	206,930	142,180	19,640	8,350
Oats, bushels.....	670,390	1,828,520	412,540	291,220
Barley, bushels.....	50,180	288,520	83,070	143,040
Rye, bushels.....	89,920	67,230	89,380	70,420
Grass Seed, pounds.....				
Flaxseed, bushels.....	47,090	154,340	267,700	67,750
Hay, tons.....	1,552	1,860	1,552	65
Flour, barrels.....	10,356	7,657	1,249,325	1,104,322

RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month of May, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	127,060	200,905	106,005	135,797
Corn, bushels.....	304,522	478,478	71,670	158,559
Oats, bushels.....	320,233	382,714	132,528	204,597
Barley, bushels.....	21,703	10,863	706	3
Rye, bushels.....	19,432	44,161	2,757	17,243
Clover Seed, bags.....				
Timothy Seed, bags.....				
Other grass seeds, bags..				
Hay, tons.....	18,480	8,623	13,458	6,700
Flour, barrels.....	144,392	110,549	109,218	864,961
Malt, bushels.....				

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the month of May, 1898, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	906,168	624,250	120,635	115,150
Corn, bushels.....	1,028,300	133,388	1,361,566	17,550
Oats, bushels.....	1,326,000	949,000	1,069,327	501,980
Barley, bushels.....	805,800	540,800	519,807	261,768
Rye, bushels.....	164,000	79,500	133,000	352,700
Grass seed, pounds.....	31,520	206,160		80,450
Grass seeds, pounds,tim.				
Flaxseed, bushels.....	5,545	12,615	8,005	5,220
Hay, tons.....	1,345	1,681		112
Flour, barrels.....	266,660	140,400	362,063	345,521

RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the month of May, as compared with the same period of the preceding year, were, according to F. W. Waring, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	326,242	89,388	199,815	160,361
Corn, bushels.....	122,165	76,617	87,563	94,936
Oats, bushels.....	86,093	82,884	6,460	7,578
Barley, bushels.....	18,275	11,000		
Rye, bushels.....	29,553	23,872	16,786	42,333
Hay, tons.....				
Flour, barrels.....	19,700	26,300	13,800	19,150

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain and hay at Toledo, Ohio, during the four weeks ending May, 1898, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	3,303,000	397,000	3,139,000	434,000
Corn, bushels.....	574,000	636,000	1,070,000	1,969,000
Oats, bushels.....	174,000	117,000	117,000	13,000
Barley, bushels.....				
Rye, bushels.....	57,000	5,000	15,000	3,000
Clover Seed, bags.....	3,743	36	6,500	1,243
Flour, barrels.....	3,722	3,194	11,078	51,102

RECEIPTS AND SHIPMENTS AT KANSAS CITY.

The receipts and shipments of grain and hay at Kansas City, Mo., during the month of May, as compared with the same period of the preceding year, were, according to E. D. Bigelow, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	1,942,200	334,750	1,183,650	226,850
Corn, bushels.....	1,929,750	3,090,000	1,416,750	1,903,500
Oats, bushels.....	355,000	426,000	170,000	225,000
Barley, bushels.....		800	1,600	
Rye, bushels.....	22,750	6,500	8,450	2,600
Flaxseed, bushels.....	1,500	11,500	1,200	
Hay, tons.....	7,340	9,230	2,060	3,870
Flour, barrels.....			26,600	18,000
Bran, barrels.....				

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month of May, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, centals.....	474,057	261,457	204,994	205,718
Corn, ".....	61,964	49,260	7,679	5,860
Oats, ".....	53,471	21,095	1,870	1,189
Barley, ".....	145,886	191,025	11,640	25,098
Rye, ".....	2,891	6,820		4,480
Flaxseed, sacks.....	864	1,866		
Hay, tons.....	8,119	10,257	453	1,202
Flour, barrels.....	215,025	110,114	54,341	73,428

RECEIPTS AND SHIPMENTS AT BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month of May, as compared with the same period of the preceding year, were, according to Chas. H. Keep, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	11,265,640	7,608,265		666,668
Corn, bushels.....	9,367,000	3,667,700		628,278
Oats, bushels.....	6,364,700	9,018,147		419,320
Barley, bushels.....	371,000	1,668,048		655,810
Rye, bushels.....	1,069,500	1,382,717		596,668
Flax seed, bushels.....	580	25,500		
Linseed, bushels.....	480,000	1,172,600		*16,827,256
Hay, tons.....				
Four, barrels.....	1,525,481	1,365,750		2,145



## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, June 11, 1898, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany.....		210,000	85,000		
Baltimore.....	418,000	1,348,000	308,000	247,000	
Boston.....	115,000	453,000	550,000		
Buffalo.....	973,000	1,067,000	1,700,000	193,000	172,000
do. afloat.....					
Chicago.....	1,007,000	8,353,000	426,000	333,000	13,000
do. afloat.....					
Cincinnati.....			43,000	4,000	
Detroit.....	40,000	136,000	14,000	23,000	
Duluth.....	4,199,000	2,334,000	493,000	122,000	43,000
Indianapolis.....	7,000	78,000	25,000		
Kansas City.....	270,000	111,000	13,000	33,000	
Minneapolis.....	122,000			4,000	5,000
do. afloat.....					
Montreal.....	7,820,000	570,000	110,000	34,000	19,000
New York.....	290,000	202,000	1,091,000	12,000	32,000
do. afloat.....	3,619,000	1,177,000	472,000	76,000	22,000
Oswego.....		18,000			
Peoria.....		123,000	158,000	2,000	
Philadelphia.....	71,000	1,024,000	180,000		
St. Louis.....	44,000	219,000	97,000	2,000	
do. afloat.....					
Toledo.....	245,000	746,000	112,000	24,000	
do. afloat.....					
Toronto.....	20,000		2,000		2,000
On Canals.....	17,000	628,000	623,000	43,000	129,000
On Lakes.....	395,000	1,968,000	613,000	26,000	60,000
On Miss. River.....		80,000			
Total.....	19,682,000	21,445,000	7,113,000	1,178,000	497,000
Corresponding date 1897.....	22,686,000	16,621,000	9,756,000	2,361,000	1,517,000

## RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during May, 1898 and 1897, of seeds, hay and broom corn:

Receipts.	Timothy lb.	Clover, lb.	Other Grass Seeds, lb.	Flax-seed, bu.	Broom Corn, lb.	Hay, tons.
1898.....	1,026,432	988,780	697,946	287,925	961,901	18,858
1897.....	1,402,604	141,767	1,129,642	259,862	360,550	19,834
Shipments.....						
1898.....	406,796	407,880	737,951	30,853	400,059	1,179
1897.....	2,305,590	252,378	2,453,542	427,548	518,116	1,994

## EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending June 11, as compared with same weeks last year, have been as follows:

Articles.	For week ending June 11, 1898.	For week ending June 12, 1897.	For week ending June 4, 1898.	For week ending June 5, 1897.
Wheat, bushels.....	4,145,000	1,470,000	3,276,000	1,485,000
Corn, bushels.....	5,397,000	2,411,000	5,190,000	2,243,000
Oats, bushels.....	1,471,000	1,308,000	1,354,000	858,000
Rye, bushels.....	226,000	234,000	913,000	601,000
Flour, barrels.....	190,500	156,000	644,900	208,100

## WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the forty-nine weeks ending June 6, for the last three years, according to the Cincinnati Price Current were as follows:

	1897-98.	1896-97.	1895-96.
St. Louis.....	12,120,000	11,261,000	11,450,000
Toledo.....	14,182,000	7,620,000	6,134,000
Detroit.....	4,700,000	2,903,000	2,242,000
Kansas City.....	29,489,000	7,678,000	8,177,000
Cincinnati.....	857,000	1,571,000	970,000
Winter.....	61,348,000	31,033,000	28,973,000
Chicago.....	37,578,000	17,993,000	21,624,000
Minneapolis.....	9,629,000	2,040,000	9,666,000
Duluth.....	74,592,000	61,874,000	74,122,000
Spring.....	166,610,000	136,659,000	161,981,000
Total, bus. 49 weeks.....	227,958,000	167,692,000	190,954,000

Corn is king in Mexico notwithstanding the fact that a very large part of the country lies south of the Tropic of Cancer, says Modern Mexico. From the latest statistics issued by the Mexican Government, it is learned that the value of the corn crop of the Republic for the year ending June 30, 1896, was over seventy-seven million dollars. This is nearly three times as great as the value of the wheat crop, and ten times as great as the value of all the coffee raised in Mexico. Guanajuato was the chief corn-raising state, supplying over one-seventh of the entire crop. Michoacan, Jalisco and Veracruz follow in the order named as corn-growing states.

## STANDARDS OF GRAIN AND CLOVER SEED IN TOLEDO.

The following revised grades of grain to be in force from and after July 1, next:

## WINTER WHEAT.

No. 1 White Wheat—To be white winter wheat, sound, dry, reasonably clean, and equal in quality to No. 1 red, weighing not less than 58 pounds to the bushel, and to contain at least 90 per cent. of white wheat.

No. 2 White Wheat—To be sound, dry and reasonably clean white winter wheat, may be slightly shrunken or discolored, weighing not less than 55 pounds to the bushel, and to contain at least three-fourths white winter wheat.

No. 3 White Wheat—To be sound white winter wheat, may be shrunken or discolored and not well cleaned, and weighing not less than 52 pounds to the bushel.

Rejected White Wheat—To be white winter wheat, may be warm or musty, but not so badly damaged as to render it unmerchantable.

No. 1 Soft Red Winter—To be sound, dry and reasonably clean, to include all varieties of soft winter wheat, and to contain not more than 3 per cent. of white wheat.

No. 2 Soft Red Winter—To include all varieties of soft winter wheat, to be sound, dry and fairly well clean, to contain not more than 8 per cent. of white wheat, and weighing not less than 58 pounds to the bushel.

No. 3 Soft Red Winter—To be sound, and include shrunken and dirty winter wheat, weighing not less than 55 pounds to the bushel, and to contain not over 10 per cent. of white wheat.

No. 2 Hard Red Winter—To be the hard variety, sound, dry and reasonably clean, and shall not contain more than 10 per cent. of white wheat.

No. 3 Hard Red Winter—To include inferior or dirty hard winter wheat, but suitable for flouring, weighing not less than 56 pounds to the bushel, and containing not more than 15 per cent. of white wheat.

No. 4 Hard Red Winter—To include inferior or dirty winter wheat of the hard variety, and weighing not less than 52 pounds to the bushel.

No. 1 Rejected Soft Red Winter—To be reasonably clean, may be musty or slightly warm, and weighing not less than 55 pounds to the bushel.

No. 2 Rejected Red Winter—To include all rejected red winter wheat, but must not weigh less than 50 pounds to the bushel.

Grade of Wheat and Rye Mixed—The grain to be sound and containing at least 75 per cent. of wheat.

No Established Grade of Wheat and Rye Mixed—Must not exceed 50 per cent. of rye.

No. 1 Red and White Mixed Wheat—To be sound, dry and reasonably clean, and to include all varieties of soft and white winter wheat.

No. 2 Red and White—To include all varieties of soft and white winter wheat, to be sound, but not good enough for No. 1, and weighing not less than 56 pounds to the bushel.

Mixed No. 2 Red Winter Wheat—To include hard and soft winter wheat mixed, and in every respect equal to No. 2 Soft or No. 2 Red Hard.

Mixed No. 3 Red Winter Wheat—To include hard and soft winter wheat mixed, and in all other respects equal to No. 3 Red Soft or No. 3 Red Hard.

No. 1 Smutty Wheat—To be equal in all respects to No. 2 Red Wheat and only slightly tainted with smut.

No. 2 Smutty Wheat—To contain all smutty wheat not good enough for No. 1.

No established grade of any kind of grain means that it is not good enough for one grade and too good for another, and virtually preserves its identity so that it can be sold by sample.

## SPRING WHEAT.

No. 2 Spring Wheat—To be reasonably clean spring wheat and free from other grain, such as will make sound flour.

No. 3 Spring Wheat—To include all inferior, shrunken or dirty spring wheat, not musty, and weighing not less than 53 pounds to the bushel.

Rejected Spring Wheat—To be spring wheat not so badly damaged as from any other cause to render it unfit for No. 3.

Note—In case of mixture of spring and winter wheat, it shall be called spring wheat and grade according to the quality thereof.

## CORN.

No. 1 Yellow Corn—To be sound, dry and only slightly mixed with unsound kernels, and to be at least 95 per cent. yellow corn.

No. 2 Yellow Corn—To be reasonably sound, reasonably dry and reasonably clean, but not good enough for No. 1 Yellow, and to be at least seven-eighths yellow corn.

No. 3 Yellow Corn—To include all other corn not good enough for No. 2 Yellow, may be slightly damp, but not so badly heated as to render it unmerchantable.

No. 1 White Corn—To be white, sound, dry and reasonably clean, may contain an occasional kernel of colored corn, but not to exceed one per cent.

No. 2 White Corn—To be white, sound, dry and reasonably clean, and to contain not more than 5 per cent. of colored corn.

No. 2 Corn—To be mixed corn, dry, sound and only very slightly mixed with unsound kernels and reasonably clean.

No. 3 Corn—To be mixed corn, reasonably dry, reasonably clean, but not good enough for No. 2.

No. 4 Corn—To include all other corn not good enough for No. 3, but not so badly heated as to render it unmerchantable.

## OATS.

No. 1 White Oats—To be dry, sound and clean, to weigh not less than 32 pounds to the bushel, and to contain not to exceed 2 per cent. of colored oats.

No. 2 White Oats—To be equal in quality to No. 2 Oats, to be at least 90 per cent. white, and weighing not less than 30 pounds to the bushel.

No. 3 White Oats—To be at least three-fourths white, not unsound, but not otherwise good enough for No. 2, and weighing not less than 28 pounds to the bushel.

No. 4 White Oats—To be white oats, may be stained or discolored, but must be sweet, weighing not less than 26 pounds to the bushel, and containing not less than three-fourths white oats.

No. 2 Oats—To be mixed oats, dry, sound, sweet and reasonably clean, and weighing not less than 28 pounds to the bushel.

No. 3 Oats—To include inferior or dirty oats, not unsound, but which from any other cause are not good enough for No. 2, and weighing not less than 26 pounds to the bushel.

Rejected Oats—May be heated or musty, but not otherwise good enough for No. 3.

No. 1 White Clipped Oats—Must be equal in every respect to No. 1 White Oats, and weighing not less than 36 pounds to the bushel.

No. 2 White Clipped Oats—Must be equal in every respect to No. 2 White Oats, and weighing not less than 33 pounds to the bushel.

No. 2 Clipped Oats—To be equal in every respect to No. 2 mixed oats, and to weigh not less than 34 pounds to the bushel.

No. 3 Clipped Oats—To be equal in every respect to No. 3 mixed oats, and to weigh not less than 30 pounds to the bushel.

## RYE.

No. 2 Rye—To be sound, plump and reasonably clean, and weighing not less than 56 pounds to the bushel.

No. 3 Rye—To include inferior or dirty rye, not unsound, but from any other cause not good enough for No. 2.

Rejected Rye—To be unsound rye, and from any other cause shall not be deemed unmerchantable.

## BARLEY.

No. 1 Barley—To be plump, bright, sound, clean and free from other grain.

No. 2 Barley—To be reasonably clean and sound, but not bright and plump enough for No. 1.

Rejected—All barley that from any other cause is unsound and not largely mixed with other grain.

## CLOVER SEED.

Choice Clover Seed—To be bright in color, dry, sound, plump, well cleaned and containing very few foreign seeds, and of uniform quality.

Prime Clover Seed—To be dry, sound, reasonably clean and only slightly mixed with foreign seed.

No. 2 Clover Seed—To be merchantable clover seed, but too badly mixed with dirt, brown or foreign seed, or in other respects not good enough for prime.

Rejected Clover Seed—To include all seed, damp or damaged, very dirty, or so badly mixed with foreign seed as to render it unmerchantable.

Mammoth, Alsike and Timothy—Graded by above rules.

Any grain below or above established grade shall be held on track and consignee notified.

When grain is sold by carloads without the specific quantity being named at the time of sale, a carload of

Wheat shall be deemed to consist of 500 bushels.

A carload of corn or rye—not more than 550 bushels and not less than 500 bushels.

A carload of barley—not more than 550 bushels and not less than 500 bushels.

A carload of oats—not more than 1,000 bushels and not less than 850 bushels.

## INSPECTION.

The inspection department shall in no case make the grade of grain above that of the poorest quality found in any lot of grain inspected, when it has evidently been "plugged" or otherwise improperly loaded for the purpose of deception. Wheat which has been subjected to "scouring" or to any process equivalent thereto shall not be graded higher than No. 3.

All persons employed in the inspection of grain shall report all attempts to defraud the system of grain inspection as established by law. They shall also report in writing all instances where warehousemen deliver, or attempt to deliver, grain of a lower grade than that called for by the warehouse receipt. They shall also report all attempts of receivers or shippers of grain to instruct or in any way influence the action or opinion of the inspector.

## FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 22 months ending with May, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1897-98.	1896-97.	1897-98.	1896-97.
August.....	813,160	1,770,160	299,108	1,060,650
September.....	696,000	1,627,480	557,895	1,399,514
October.....	424,560	2,014,920	373,312	515,159
November.....	671,870	874,640	437,216	259,916
December.....	436,648	643,272	486,379	238,865
January.....	189,980	362,500	162,138	230,267
February.....	180,960	344,520	88,523	137,185
March.....	212,331	307,980	156,961	207,725
April.....	75,400	176,900	37,691	524,627
May.....	333,420	164,720	174,522	782,273
June.....		290,000		141,178
July.....		251,720		134,446
Total bushels.....	4,933,429	8,828,612	2,674,747	5,632,013





Anton Kopp at Massillon, Ohio, will remodel his brewery.

The Anchor Brewing Co. of Tarentum, Pa., has been remodeled and modernized.

John Piemeisel succeeds Kokes & Piemeisel, brewers, at New Prague, Minn.

Adam Gintz & Sons are to build a brewery at Belleville, Ill., with 150-barrel kettle.

The City Brewing Company of Jeffersonville, Ind., has gone into the hands of a receiver.

The J. Weil Malting Co., now a part of the American Malting Co., have surrendered their charter.

The Union Brewing Co. is a new corporation at Louisville, of which Chas. Metz is secretary and treasurer.

Austria's barley exports from August 1, 1897, to April 1 were 1,477,800 quarters, against 40,600 quarters the previous season.

The Lansing Brewing Co., a new organization at Lansing, Mich., will build a brewery and malt house 75x100 feet in size. It will be thoroughly modern.

The Adirondack Brewing Co. of Gloversville, N. Y., has been incorporated; capital stock, \$10,000; directors: John Hillock, John Sponeble and Lucian Hillbrandt.

The American Malting Co. announce that they are about to build a 3,000,000-bushel malt house in Chicago, but none at Buffalo as announced by several newspapers.

The Belvidere Brewing Company at Harper's Ferry, W. Va., has been incorporated by August Krueger, Jacob Schaefer and Henry Schaefer, with capital stock of \$80,000.

The American Malting Co. have increased the storage capacity of the Brand, Buller & Gund brand at Chicago, by the erection of steel storage tanks of 200,000 bushels' capacity.

The Columbia Malting Company of Chicago has taken out a permit to erect a six-story and basement brick malthouse at 10406 to 10468 Indiana State line, to cost \$300,000.

The story comes from Milwaukee that Anton Dreher, a large Austrian brewer, has decided to build a \$10,000,000 brewery in that city. The rumor may be received with appropriate allowances, no doubt.

The Heissler & Junge Co., bakers of Chicago, are enlarging their plant for making malt extract, which is coming into use by a certain class of brewers, especially in the far Northwest, where its form is a recommendation.

Among the recent changes in the ownership of breweries are the following: G. A. Fraser & Co. succeed the Grand Forks Brewery at Grand Forks, British Columbia; Pearson & Fischer, brewers at Sandon, B. C., have dissolved, Fishcher succeeding.

Russia's exports of barley for week ending May 21 was 122,900 quarters of 400 pounds, against 105,400 quarters same week a year ago. The total exports to that date from August 1, 1897, was 6,790,600, against 4,897,900 same time 1897, and 5,105,300 for 1896.

The imports of barley into the United Kingdom for the four months ending April 30, 1897, were as follows: From Russia, 1,491,500 quarters; from Roumania, 2,094,900 quarters; from Turkey, 1,137,840 quarters, and from other countries, 2,167,800 quarters.

Forty-six Illinois brewers in 35 towns formed an association April 17, of which William Gebhardt of Morris was elected president, and Otto Huber of Rock Island, secretary. The immediate object was to enter a protest against the measure of the tax on beer.

The results of syndicating metropolitan breweries are more apparent in the quotations for beer, in Chicago say, than in the appreciation of syndicate brewery shares, the price of beer ten years ago, or just before the syndicate craze struck the

business, having been \$7, whereas for a year past it has been but little better than \$3.50. On May 1 the price was restored to \$5.

The Fulton County Brewing Co., Johnstown, N. Y., has been incorporated; capital stock, \$10,000; officers, president, Patrick Shiel, Johnstown; vice-president, Harry Dunn, Schenectady, superintendent, John Dunn, Schenectady; secretary and treasurer, John M. Shiel, Johnstown.

The Consumers' Brewing Co., Baltimore, Md., has been incorporated; capital stock, \$150,000; incorporators: William H. Brand, Frederick G. Blanke, John H. Biemiller, John M. Goeller, Herman Isaacs, Frederick W. Oehni, Julius Requard, Kurt R. Sternberg, and J. Christopher Schmuck.

The use of raw grain in brewing is unquestionably increasing in England, where the practice is defended on the same grounds as in America, but unlike the American practice, the brewers in England are in many instances putting in their own machinery for preparing the corn for brewing purposes.

Albert Schwill & Co., the well-known maltsters, with plants in Cincinnati and Chicago, will build a three-story addition to their plant between the Pennsylvania and Lake Shore railroads at South Chicago. It will extend over an area of 67x44 feet and will be of brick and stone construction. It will cost \$10,000.

The conclusion of the deal to unite seven of the breweries of Cleveland and one in Sandusky as one company, to be known as the Cleveland and Sandusky Brewing Company, has been reached after having been delayed some weeks by the financial uncertainties growing out of the war. It is now stated that the capital stock will be \$12,000,000, which is an increase of \$2,000,000 over the original plans, although during the time the consummation of the scheme has been delayed the number of breweries included in the syndicate has decreased by 50 per cent.

The story that the Cincinnati breweries are to be syndicated, current some months ago, is revived. The statement is made that Mr. John A. Persch, who promoted the late consolidation of plants in Philadelphia, also those in Central Pennsylvania and in Cleveland, has charge of this latest deal, which is said to involve \$20,000,000. The rumor is given countenance by his purchase of the Bonner Brewing Company's plant, which was recently sold by order of court after having been for a long time in a receiver's hands. Cincinnati, Covington and Newport have 26 breweries, which it is now proposed to unite in one company.

William H. Prinz of Chicago has taken out a patent (No. 605,012, serial No. 644,141) for malt drying kiln. He provides a number of drying floors situated one above the other, with a heating chamber under the lowermost, said heating chamber being surrounded by a chamber adapted to deliver air to the heater, flues in the walls of said apparatus connecting at their lower ends with said chamber around said heating chamber, between their ends with the spaces underneath said drying floors and at their upper ends with a suction chamber, and valves controlling said connection, whereby hot, cold, or mixed hot and cold, air can be passed through the malt on any one or all of said floors, or avoid all of them at will.

A number of maltsters, chiefly New York and Western firms, met at the Great Northern Hotel, Chicago, June 7, and organized an association to be known as the United States Maltsters' Association, of which John C. White of Buffalo, N. Y., was elected president; J. H. Pank of Chicago, secretary, and W. H. Pettit of Kenosha, Wis., treasurer. Conspicuous among those present at this meeting were John Noth, Davenport, Iowa; Frank L. Gebhardt, Chicago; A. Munsenberger, Chicago; John C. White, Buffalo; John Kam Jr., Buffalo; Solomon Scheu, Buffalo; B. Ramsay, Appleton, Wis.; George M. Spangler, Cleveland; Louis Hehman, Piqua, Ohio; W. H. Pettit, Kenosha, Wis.; A. Feckendorf, Cincinnati; Andrew G. White, Albany, N. Y.; W. A. Waite, Adam, N. Y.; Thomas Gordon, Oswego, N. Y.; Andrew Pick, West Bend, Wis. There are a num-

ber of trade questions which afford a rational basis for a legitimate association of maltsters, such, for example, as the bag and the credit questions, if no others; and such an association it was supposed had been organized a year ago under similar circumstances. It transpired, however, that last year's work was but preliminary to organizing the American Malting Company. It is most positively stated that this new association has no syndication project in view, but is merely a legitimate trade association, of which the American Malting Company may become a member if it so wishes.

The brewing industry of the United Kingdom was represented at Sept. 30, 1897, by 8,153 persons who brew for their own private consumption only, and by only 1,850 common brewers who brew for the trade—about the same number as in the United States. The latter number is 71 less than for the year previous, showing that in England, as in America, the business is consolidating. Of the 1,850 named, 1,714 are in England, 98 in Scotland, and 38 in Ireland. The quantity of malt used by British brewers during the year ending Sept. 30, 1897, was 56,378,418 bushels, together with 194,944 bushels of raw grain, 747,063 hundredweight of rice, rice grits, flaked rice, maize grits, flaked maize, etc., and 2,569,457 hundredweights of sugar, syrup, etc., showing a decided increase in the use of malt substitutes. The revenue paid by malt liquors for the year named was £11,745,560, or say \$57,190,877.

#### IMPORTS AND EXPORTS BARLEY AND MALT.

	IMPORTS.	Bushels.	Value.
Barley, April, 1897.....	1897.....	99,204	\$ 26,533
do. 1898.....	1898.....	10	7
Ten months ending April, 1897.....	1897.....	1,130,023	357,068
do. 1898.....	1898.....	124,713	43,806
Barley malt, April, 1897.....	1897.....	650	697
do. 1898.....	1898.....	786	748
Ten months ending April, 1897.....	1897.....	9,949	8,359
do. 1898.....	1898.....	3,968	3,724
	EXPORTS.	Bushels.	Value.
Barley, April, 1897.....	1897.....	796,041	285,241
do. 1898.....	1898.....	430,204	276,649
Ten months ending April, 1897.....	1897.....	16,724,219	6,564,600
do. 1898.....	1898.....	10,638,151	5,249,416
Barley malt, April, 1897.....	1897.....	29,231	21,416
do. 1898.....	1898.....	319,148	223,144

An alliance of grain dealers' associations would act as a wonderfully educating influence on the railroads, and hasten the day of the loading fee.

The Galveston News claims that Texas could put 20,000,000 acres into wheat, if necessary, and raise more of that cereal than the whole nation of 75,000,000 could use.

A Des Moines firm lately sold 300,000 bushels of corn, some of which had been cribbed several years, and yet sold at a price sufficient to pay storage and carrying charges and net a handsome profit besides.

Lindblom's indebtedness figured up \$180,000. There were 230 creditors, the most of whom accepted his proposition to pay 60 per cent. cash, the remaining assets to be turned over to a trustee. It is not reported whether Lindblom will resume the commission business.

Upon its departure last month from Minneapolis for the Philippines, the Thirteenth Regiment of Volunteers, under Col. Chas. Reeve, the ex-miller, were presented with a handsome sum of money. Among the contributors were the Van Dusen-Harrington Co., \$100, and Peavey & Co., \$250.

The Cincinnati grain men are kicking over the proposed removal of the Jumbo weigher now in use in the Panhandle yards. It has been very popular with the grain men, but the Pennsylvania Company says it has not paid its way, and it is proposed to remove it and resume the old system of scales.

Inspector Hiller of St. Louis refers with some pride to the fact that in two years there has not been an appeal from a grade established by him. He is of the opinion that Illinois grain dealers are tired of the grades in this state which conflict with the Missouri grades and that in many instances they have abandoned them.

Commenting on the fact that railroads are hauling grain 960 miles from Chicago to New York for 7 cents per hundred pounds, \$1.40 per ton, or 4.2 cents per bushel, the Railroad Gazette says: "But even at this ridiculous rate there may be no positive loss (and we must conclude that there actually was no great loss, for with the large cars and powerful engines now used, the cost of wages and of fuel per ton of freight is exceedingly small. Some of the trunk lines can haul 50 to 60 cars through with the aid of pushing engines for a few miles; others cannot haul so many, but if we assume an average load, through, of 40 cars, holding 30 tons each, we have 1,200 tons to the train, bringing in \$1,680, or \$1.75 per train mile, 12 cents more than the average of all freight trains, carrying high-class as well as low-class freight, in the United States in 1896."



## PERSONAL

James Wallace of Sullivan is now managing E. S. Crowder's grain business at New Lebanon, Ind.

Robt. Hodam of Dillsburg, will have charge of Coon Bros' elevator at Le Roy, Ill., when completed.

Will Haarstick, a prominent member of the St. Louis Merchants' Exchange, is absent on a trip to Europe.

L. W. Gingery moved from Dunlap, Iowa, to Valparaiso, Nebr., recently, where he has taken charge of a grain elevator.

I. J. Poley has sold his residence property at Maryville, Mo., and will move his family to Kildair, Okla., where he is engaged in the grain business.

Wm. B. McKnight, a prominent grain and flour merchant of Philadelphia, has been ill for some time. His recovery is not now looked for.

E. Byam, the buyer for the Van Dusen Elevator at Ordway, S. Dak., is spending his vacation in the East while the elevator is closed for a few months.

Walter Fitch of the Northern Grain Co. of Chicago, who is a frequent visitor at Buffalo, has become a member of the Merchants' Exchange there.

After a ten days' siege with measles, Fred J. Rapp of San Jose, Ill., on June 1 resumed the superintending of the construction of his new elevator.

W. W. Baker has retired from the firm of Baker & McColl, at Clyde, Mich., and will give his attention to buying and selling grain, handling bicycles as a side line.

Frank H. Peavey, the millionaire grain elevator operator of the Northwest, has become a special partner of J. J. R. Odell in the stock brokerage business at Chicago.

F. N. Hartwell, president of the H. Verhoef Grain Co. of Louisville, Ky., attended the recent Unitarian meeting at Boston, and made a speech at the banquet, which was well received.

Thomas Gant has resigned his \$15,000 a year position as general manager of the American Glucose Co. It is rumored that he may become connected with the plant at Waukegan, Ill., which has just been enlarged and refitted.

## MEETING OF THE OHIO GRAIN DEALERS' ASSOCIATION.

The following circular letter has been addressed to the members of the Ohio Grain Dealers' Association:

Columbus, Ohio, June 10, 1898.

Dear Sir:—The annual meeting and pleasure excursion of the Ohio Grain Dealers' Association will be held again this year at Star Island, Mich., June 21 and 22. The Columbus, Hocking Valley & Toledo R. R. Co. have generously extended the courtesy of free transportation from Columbus and intermediate stations to Toledo and return. Parties can take the train at any station between Columbus and Toledo and will be furnished with the proper tickets on the train. Train will leave Columbus (Union Station) 3 p. m., Monday, June 20, arrive at Toledo 6:35 p. m., leave Toledo for Detroit via Michigan Central Railway at 6:55 p. m., arrive at Detroit 8:40 p. m., leave Detroit 10:30 p. m. via Detroit & Cleveland Steam Navigation Co., arriving at Star Island about midnight.

Returning, leave Star Island Thursday morning, June 23, about 7 a. m., arriving at Toledo about 2 p. m., affording a very enjoyable daylight ride down the St. Clair River, through the Government Canal, across Lake St. Clair, down the Detroit River and across Lake Erie to Toledo.

The Toledo Produce Exchange have taken great interest in this trip this season, and have invited the Association to become their guests on the afternoon and evening of our return. A committee appointed from their number will meet our party at the boat, giving us a boat ride up the river, showing us through their chain of elevators, and giving the Ohio shipper full insight into their manner of handling grain, acquainting him fully with their manner of weighing and giving him an opportunity to become thoroughly acquainted with their inspection department. Recent developments have shown that Toledo is a very important market to the Ohio shipper, and from the fact that their standard of grades is to be lowered the first of July, Toledo will likely from this time on demand more attention from the Ohio shipper than at any time heretofore.

Aside from the business features of our stop at Toledo, a committee has been appointed by the Produce Exchange to entertain our Association in the evening with a suitable lunch, etc. After which the train leaves for Columbus at 12:15 a. m., reaching Columbus at 7 a. m.

The expense will be comparatively light. Railroad

fare Toledo to Detroit \$1.30; boat fare Detroit to Star Island and return to Toledo, \$1.50; hotel at Star Island, per day, \$1.50.

Other incidental expenses can be regulated to your liking. It is unnecessary to describe to you the many pleasures of Star Island, and the beauty of its surroundings, as any of our members who have been there either of the last two seasons can tell you all about it, and will tell you that to miss this trip will be missing a very good thing.

According to the custom of former years the attendance will necessarily be confined strictly to grain dealers only, not including members of their families nor their friends. It is only by rigidly enforcing this restriction, placed on us by the railroad company, that we can hope to secure the courtesy of free transportation from year to year.

Please notify the Secretary not later than Thursday, June 16, whether or not you will go.

JAS. P. McALISTER,

President.

EUGENE C. WAGNER,

Secretary.

Wesley Block, Columbus, Ohio.

## CUTTING RYE OUT OF WHEAT

The accompanying cut has appeared in these columns before, but it will bear repetition. It was taken from Zahm & Co.'s circular, which, in republishing it, says: "Rye in wheat is a bad thing. Shippers should tell the farmer of it. Advise them to



get to work now and cut the rye down. It isn't hard work, and will make money for the farmer, and save shippers lots of trouble (and money) later on. Now is the time to do it. Shippers should cut out the above picture with the reading matter and tack it up where farmers will see it."

## BROOMCORN.

The crop year for broomcorn closed at Charleston, the center of the trade in Illinois, with the bulls in complete control, brush which a few weeks ago went begging at \$45 to \$60, taking an upward rush in jumps of \$5 and \$10 a ton, selling May 27 at \$70, which figure has been maintained to this time as selling price. The great bulge in prices took the farmers by surprise, and they sold out with a rush, leaving the market practically bare, with asking price now of \$80 to \$100.

The past crop year has been very unsatisfactory on account of low prices. This has discouraged the Illinois broomcorn growers, many of whom had, before the rise in prices, decided not to plant the crop this year, and present indications are that the acreage will be reduced in this state by fully 25 per cent. The advance noted, which is expected to be maintained, came too late to cause much, if any, change in this estimate of acreage, which was made late in May, the ground having been planted to corn.

## INSPECTION AT MINNEAPOLIS.

What proved to be a tempest in a teapot occurred at Minneapolis, May 25 and 26, when complaint was made by Manager Harrington, of the Great Northern Elevator, that State Grain Inspector Clausen "had so stiffened his grades as to virtually amount to a change from the grades adopted for the 1897 crop." The basis of the charge was the inspection May 25 of 100 cars of wheat at the Como Elevator, which Manager Harrington claimed should have passed a better grade than No. 2. Inspector Clausen at once demanded an investigation, which took place before the Warehouse Commission May 26. The examination was very thorough, and resulted in a complete vindication of the inspection office, the charges against which were frankly withdrawn by Manager Harrington, four subsequent inspections of the wheat, by disinterested parties, all agreeing that the grain was properly graded as No. 2, as originally inspected. It also appeared from testimony under oath of a large number of inspectors that no instructions had been given by Chief Inspector Clausen to tighten the grades. F. H.

Peavey, the largest elevator operator in the United States, in his testimony, said that "the Minnesota inspection is all right; that it is honest and has done the best it could with a hard crop, and that angels would have to come down to satisfy everybody."

## THE MARKETS

[We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.]

Grain Report of Ferguson & McGinnis, New Orleans, La., June 11: HAY—Receipts of hay in this market have fallen off considerably during the present week; although prices have not rallied any to speak of owing to the poor demand that exists. A good portion of the trade are calling for low grade hay, and a fair No. 2 or No. 3 sells well at quotations. Should our receipts continue light, we think our market should regain its old standard of a few weeks back. We quote Choice \$15 to \$15.50, Strict Prime or No. 1, \$13.50 to \$14.50, Prime or No. 2, \$12 to \$13, Ordinary Prime or No. 3, \$10.50 to \$11.50. Prairie hay \$6 to \$6.50. CORN—In good supply with only a fair demand. Market weak. We quote White, Mixed and Yellow at 43 to 44 cents in sacks. OATS—Supply fully sufficient for the demand. Trade taking only what they require for their immediate wants, while holders are anxious to dispose of their stocks. We quote No. 2 mixed in sacks at 32 to 32½ cents. BRAN—Stock far in excess of demand, and quotable at 60 to 62½ cents in sacks.

Grain and Hay Report of Collins & Co., Cincinnati, Ohio, June 10: The apprehension that was manifest regarding the growing crops, by reason of the lack of needful moisture over considerable portion of the territory tributary to this market, has been relieved by copious rains, and the outlook favors a continuance of wet weather, with sufficient moisture expected to give the backward corn crop a much needed impetus. The reports of growing crops of wheat, oats and hay are generally of a favorable nature, with an earlier movement than usual anticipated. The demand for all kinds of grain and hay is slow, and the prevailing tendency has been to concessions in prices under a lessened inquiry, influenced by the favorable condition of the new crop. WHEAT—Offerings are meager, and the demand is scattering, being confined to a few mills that remain in operation. No. 2 Red at 95 to 98 cents, No. 3 Red at 90 to 94 cents, sample lots range from 80 to 90 cents as to quality. CORN—Values are fairly well maintained owing to the few arrivals, but the demand ruling is not very urgent. It is anticipated that the growing crop will make more favorable progress and the movement to market show some increase before a great while, and lower prices will create a more active demand. No. 2 White at 34 to 34½ cents, No. 2 Mixed and Yellow at 33½ to 33¾ cents, No. 2 Mixed at 32 to 32½ cents. EAR CORN—Is very sparingly offered, and the demand is fair, with Choice Yellow at 37 to 38 cents, Mixed and White range from 35½ to 37 cents, as to quality. OATS—Old stocks are being depleted, with the demand inclined to inactivity as the trade are making purchases of what is wanted only for immediate use, and a moderate inquiry is anticipated until the new crop begins to move. White oats are less freely offered and are in better request. No. 2 White at 31½ to 32 cents, No. 3 White at 28 to 29 cents, Rejected White at 26 to 27 cents, No. 2 Mixed at 27 to 27½ cents, No. 3 Mixed at 26 to 26½ cents, Rejected at 25 to 25½ cents. RYE—Is slow and dull with very little wanted. No. 2 at 41 to 43 cents, Choice Michigan and Northwestern at 44 to 45 cents. HAY—Receipts for the week 2,746 tons. Shipments 2,780 tons. The past week shows considerable of a falling off of the receipts. The lower prices ruling, coupled with a fear of dry weather in some localities, was instrumental in causing smaller arrivals. The offerings, however, have been ample for all requirements of the trade, and the demand instead of improving, shows less activity. While values are essentially not notably lower, it is becoming more difficult to obtain current quotations. Good rains have been distributed through many localities the latter part of the week, greatly to the benefit of the growing crop, for dry weather was threatening to curtail the yield. Choice Timothy is quotable at \$9.25 to \$9.50, No. 1 at \$9.00, No. 2 at \$7.00 to \$7.25. There is so little demand for Clover and Clover Mixed Hay that concessions are necessary to interest buyers at all. No. 1 Clover Mixed at \$6.00 to \$6.50, No. 1 Clover at \$4.50 to \$5.00. Straw is not inquired for and the demand is nominal. Mill Feed—Dull and lower. Bran at \$10.50 to \$11.00, Middlings at \$10.50 to \$11.50, as to quality, in bulk.

Austria-Hungary, from August 1 to April 1, has imported 994,000 quarters (8 bushels each) of wheat, against 31,450 quarters in the previous season. During the same period the wheat exports have been 3,985 quarters, against 185,900 quarters the previous season. Thus she has changed from an exporting to a large importing country in a single season.



# CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

**NORTH DAKOTA**, Langdon, Cavalier Co., June 7.—We have had fine rains here recently and crops look well. A. C. KIRBY.

**NORTH CAROLINA**, Nealsville, McDowell Co., June 4.—Wheat is a larger and a better crop than in years past, and will soon be ready to harvest. D. E. BROWN.

**DELAWARE**, Frederica, Kent Co., June 11.—The wheat crop in this section will be about one-half a crop. However, the state is so small that if it is an entire failure it will not be felt. T. B. COURSEY.

**OHIO**, Lebanon, Warren Co., June 11.—The wheat in this section is exceptionally nice and bids fair to produce an enormous crop of good quality wheat. Early sown will do to cut by June 20 to 25. D. F. GREELY.

**OREGON**, June 1.—In Eastern Oregon unless hot north winds occur in June, the fall and winter sown grain will yield enormously. Spring sown grain is making a rapid growth and occasional rains will insure a big crop.

**WASHINGTON**, June 1.—The largest acreage ever sown to wheat in this state has been put in this season. Fall sown grain is looking well and present prospects are that this year's crops will exceed those of last year.

**MICHIGAN**, Adrian, Lenawee Co., June 8.—Wheat will be an average crop in this vicinity and reports from farmers are very encouraging. All other grains are looking well. Corn and oats will be a good crop. C. F. HARDY.

**KANSAS**, Colby, Thomas Co., June 6.—Prospects for wheat in this county are the finest since 1892. There is plenty of rain and no chinch bugs. Corn acreage is large and promises another large crop. THE COLBY MILLING COMPANY.

**OKLAHOMA**, June 5.—Farmers are in the midst of wheat harvest which is considerable larger than any previous year. Experts place the wheat yield of the territory at 40,000,000 bushels, double that of last year. Oats, corn and kaffir corn look well.

**ILLINOIS**, Allenville, Moultrie Co., June 11.—About 65 per cent. of the corn is planted and there is now a fair stand, although late. There are good prospects for oats and the acreage is large. The prospects for wheat are good, but very little was sown. J. R. MARTIN.

**ILLINOIS**, Forsyth, Macon Co., June 9.—Corn planting is finished and it looks well, growing fine. There is now probably less than 20 per cent. of old corn to be moved out. Oats look well and are about an average crop. Wheat is in good condition but there is very little of it. J. B. GOOD.

**ILLINOIS**, Taylorville, Christian Co., June 9.—Wheat and oats are looking well. In some places there has been too much rain, although there are fairly good prospects for a good crop. We will have a good stand of No. 3 wheat. In some places corn planting is done, while in others it will not be finished for a week. THEO. P. BAXTER.

**ILLINOIS**, Oreana, Macon Co., June 9.—Wheat is looking fair and with favorable weather will make a good crop. The acreage is one-fourth per cent. less than an average. Corn is doing well; some planting is just finished. There are some chinch bugs in the oats which will injure them if the weather remains too dry. However, at present the crop looks well. There is a full acreage. J. R. HENARD.

**MISSOURI** Crop Report, June 2.—The monthly crop report of the Missouri State Board of Agriculture says the wheat condition has declined one point since May 1, occasioned by overflow on bottoms or standing water on flat, badly drained land. Elsewhere the crop is doing splendidly and promises good yield. Chinch bugs are reported from a few localities. It is seldom that corn planting has been so generally retarded as this season. About 27 per cent. of the crop was planted May 1, and then followed continued rains that practically stopped work for the next two weeks. There has been but little complaint of bad germination.

**KANSAS**, June 6.—A summary of reports received by the state board of agriculture at Topeka indicates a winter wheat prospect far ahead of any similar period in the history of Kansas. The reports are made by townships, and show that the stand and growth of the plant are unusually good and no injury thus far by insects. The general average condition for this state is 103. The cool, wet weather, which has been favorable to wheat, has been adverse to the corn situation, hence much planting or replanting is being done. For the past ten days

the situation has been steadily improving. For the entire state the present corn condition averages 79.

**INDIANA**, June 8.—The weekly crop bulletin for Indiana, issued June 8, says in part: "Farm work progressed uninterruptedly, and the growing crops matured and advanced more rapidly. Wheat and rye are maturing well and the harvest will commence, possibly, within ten days. Both of these cereals headed well and are in bloom. In the southern portion wheat is turning yellow; the heads of the wheat being large and apparently well filled, promise a good crop this year."

**IOWA**.—According to the Weather-Crop Bulletin of the Iowa Weather and Crop Service for the week ending June 6, the conditions were favorable for the rapid growth of vegetation, and the weeds as well as crops responded to the quickening impulse. Fair progress has been made in the cultivation of corn, and in some favored localities the second plowing is in progress. Where the rainfall has been excessive, and in undrained fields, the crop is weedy. But in the larger part of the state corn made a good stand and its condition is fairly satisfactory. In the southeastern counties, where planting has been retarded by continued saturation of the soil, the work of planting was pushed vigorously during the week; but the acreage of corn will be materially decreased in that section. Reports from all districts indicate that on rich lands oats may suffer material damage from excessive growth. In many localities the crop is already badly flattened. Wheat and barley are liable to suffer considerable injury from the same cause. Drier weather is needed for the normal development of all grain crops. Conditions have been unusually favorable for pastures, meadows, new seeding of timothy and clover, flax, the potato crop, and small fruits. On the whole, the crop situation is quite promising.

**MICHIGAN** Crop Report, June 1.—The average condition of wheat June 1 was, in the state 98, southern counties 96, central 102, and northern 100. Compared with May 1 there is in the state and southern counties an average gain of 4 per cent., in the central counties of 6 per cent., and in the northern of 2 per cent. Compared with one year ago the average condition is higher in the state and each section as follows: State 20 per cent., southern counties 14 per cent., central 36 per cent., and northern 19 per cent. Wheat is rarely in better average condition June 1 than this year. The highest average reported in the preceding ten years is 92 in 1892 and 1894. The average condition in the southern counties, 96, is the same as in 1891. The acreage planted to corn fully equals the acreage in average years. The figures are 101 for the state, 99 for the southern, 102 for the central, and 104 for the northern counties. The average condition in the state is 96. The acreage sowed to oats is 92 per cent. of acreage in average years, and the average condition of the crop is 96. About four-fifths the usual acreage of barley has been sowed and in condition the crop is 96. Barley is not extensively grown in Michigan, two-thirds of the crop being grown in seven counties in the eastern part of the state. The average condition of meadows and pastures is 96, and of clover sowed this year, 95. The condition of each is slightly lower in the southern counties, meadows and pastures being 94, and this year's clover seeding 92.

**KENTUCKY** Crop Report, June 1.—The wheat crop has improved over the excellent condition shown on May 1, and now shows an average condition for the state of 104, a gain of three points during May. The central section continues to show the highest average condition, 107, as against 105 on May 1. Correspondents report the crop unusually fine, heads good length, and well filled. In a number of counties lying north of a line drawn from Franklin County to Rowan County the rainfall has been deficient during May, and in these counties the crop is beginning to show the effects of drouth. An early harvest is indicated. In the western section the condition averages 102, a gain of one point during May. Here the rainfall has been excessive throughout May, and reports of rust on blades and damage otherwise from excessive moisture are not infrequent. In Christian County the crop is reported "badly rusted." Some fly is noted in Larue County. In the southeastern section the condition in those counties where wheat is grown averages 102, a gain of several points during May. The condition of the corn crop for the state averages 92. On June 1, 1897, the condition was 82, and June 1, 1896, the condition was 93. The stand was generally good, and where the season has been favorable has grown off nicely. The crop, however, has had to contend with excessive moisture in western section almost from date of planting, and, as might be inferred, the state of cultivation is not the best. Planting was hardly completed with the close of the month, and the crop is generally in a backward state. In the central section more favorable conditions have prevailed, with a corresponding improvement in condition. The state of cultivation is, on the whole, good, much of it having received the second plowing. In the northern counties of this section, where the rainfall has been deficient, the

crop is in the clods. In the southeastern section favorable conditions have prevailed, and while the crop was late in planting the stand was excellent, and the growth and improvement have been steady. The condition by sections is as follows: Western, 87; central, 91, and eastern, 99. The condition of the oats crop shows an improvement during May. The improvement applies mainly to the early sown oats. That part of the crop which was sown late is unpromising. The condition for the state averages 91. On June 1, 1897, the condition was 82, and for June 1, for 1896, the condition was 69. By sections the following conditions are shown: Western, 69; Central, 85; Eastern, 92.

**OHIO** Crop Report.—The following estimates are made from the reports of the Ohio Department of Agriculture, received from township correspondents up to June 1: The figures represent condition or prospect as compared with an average for the counties and for the state. Reports were received from nearly every township in the state. As compared with an average wheat was 82 per cent.; winter barley, 77 per cent.; spring barley, 86 per cent.; rye, 83 per cent.; oats, 91 per cent.; clover, 82 per cent.; timothy, 90 per cent.; timothy damaged by grub-worm, 2 per cent. With but few exceptions correspondents, in commenting upon the reports submitted, call attention to the marked improvement in wheat since the report of May 1. The weather conditions during the greater part of May were favorable to the most rapid growth. In some sections of the state the advance is such as to attract special attention. It is not to be inferred that all wheat shows equally well; there are, of course, many poor fields and much spotted wheat, notably on the poor and low lands, some of which showed such meager promise as to warrant plowing up for oats, but there is so much fair and good wheat that the general average for the state is estimated to be 82 per cent., an advance of seven points since May 1; ten points since April 1, and fifteen points since March 1, at which time the prospect was very discouraging, the plant being weak and thin on the ground, many fields seeming bare, or nearly so, but weather conditions have been favorable and the wheat steadily advanced until now we have in view the prospect for a fair crop and an early harvest. Oats, on low ground, have been injured by the heavy rains. Owing to the very wet weather, corn planting has been very late, and there is a great amount that is not in at this date.

**GOVERNMENT CROP REPORT**.—According to the report of the United States Department of Agriculture, Washington, D. C., June 10, the preliminary returns of the spring wheat acreage, with the two Dakotas in particular subject to revision, indicate a total area seeded of 16,800,000 acres, which, added to the area in winter wheat, 26,200,000, makes a total wheat acreage of 43,000,000, or rather over 3½ million acres greater than last year. There is an increase of 8 per cent. in Minnesota, 22 in Iowa, 10 in Nebraska, 11 in North Dakota, 8 in South Dakota, 5 in Oregon, and 20 in Washington. The average condition of winter wheat is 90.8, as compared with 78.5 at the corresponding date last year, and 81.6 the corresponding average for the last ten years. The principal averages are as follows: New York 98, Pennsylvania 96, Maryland 98, Tennessee 93, Kentucky 99, Ohio 87, Michigan 97, Indiana 95, Missouri 96, Kansas 104, California 33. The average condition of spring wheat is the almost, if not entirely, unprecedented one of 100.9, as compared with 89.6 on June 1, 1897, and 92.5, the average for the past ten years. Nearly all the states of principal production report a condition exceeding that indicative of a full normal crop, North Dakota reporting 104, South Dakota 103, Nebraska 105, Iowa 102, Minnesota 100, Oregon 101 and Washington 97. The total reported acreage in oats is 1.6 per cent. less than last year. There is a decrease of 5 per cent. in New York, 2 in Indiana, 5 in Illinois, 2 in Wisconsin, 2 in Minnesota, 4 in Iowa, and 7 in Missouri. On the other hand there is an increase of 3 per cent. in Pennsylvania, 1 in Kansas and 5 in Nebraska. The condition of oats is 98, as compared with 93.3 on June 1, 1897, and 99.5 the average for the corresponding date for the past ten years. The principal state averages are as follows: New York, Pennsylvania, Ohio and Illinois, 96; Michigan, 95; Indiana, 98; Wisconsin, Minnesota and North Dakota, 100; Iowa and South Dakota, 103; Nebraska 104; Missouri, 93, and Kansas, 94. The acreage reported as under barley is 5.3 per cent. less than last year, the reductions in the principal states being as follows: New York 10 per cent., Wisconsin 8, Minnesota 11, Iowa 8, North Dakota 4, South Dakota and California each 1. The condition of barley is 78.8, as compared with 87.4 on June 1, 1897, and 89.9, the average at the corresponding date for the last ten years. The condition by states is as follows: New York 95, Michigan 94, Wisconsin 100, Minnesota 98, Iowa 102, Nebraska 104, South Dakota 103, North Dakota 100, Washington 97, and California 32. The acreage under rye shows a decrease of 3.5 per cent., as compared with last year, the decrease in New York being 5 per cent., in Pennsylvania 2, Michigan 7, Wisconsin 1 and Kansas 1. The condition of rye is 97.1, as compared



with 89.9 on June 1, 1897, and 90.6, the average for the past ten years. The averages in the principal states are as follows: New York, Michigan, Minnesota and Iowa, each 96; New Jersey and Pennsylvania, 99; Illinois, 94; Wisconsin, 100; Kansas, 103; Nebraska, 105. The condition of spring pastures is phenomenally high, there being but few states in the North or West where it does not approach or exceed 100.

## PRESS COMMENT

### HOPING FOR SHORT CROP.

Corn seems to be very low, but whether it is cheap or not depends on the supply and the demand for it. The crops have been very large. We hope the weather will turn against another large crop.—Toledo Market Record.

### MEM. FOR SHIPPERS.

Two things which country shippers should distinctly remember—all descriptions of grain and seeds should be thoroughly cleaned before sending to market, and that the Chicago market is the leading one for the disposal of the same.—Chicago Daily Trade Bulletin.

### PROF. LUGGER TO THE RESCUE.

The Rocky Mountain grasshoppers are said to have declared war on the Minnesota and Dakota wheatfields, and their armed phalanxes are now advancing to the invasion. Prof. Lugger must be detailed immediately to head them off with his hopper dozer.—Minneapolis Tribune.

### EUROPE GROWING FOND OF CORN.

The big exports of corn have continued so long that there is no reason to fear that they will fall to the level which was normal before 1897. Europe has gained new light upon the subject of corn, and henceforth that great product of American farms will have a larger part than it used to play in the foreign commerce of the United States.—Cleveland Leader.

### LIKE OLD TIMES.

There is much groaning in the Southern wheat belt of Kansas on account of the scarcity of men to harvest the enormous crop. General Prosperity has called so many men into industrial service and so many men have followed the other generals off to war that the labor market is sadly depleted. If this condition continues, good husky men will be receiving the old-time \$3 a day for harvesting all over the western wheat country.—Lincoln (Neb.) Journal.

### THE PROPOSED TAX ON FUTURES.

There is a material difference between a drastic measure like the one championed some years ago by Senator Washburn of Minnesota and the small tax which it is proposed to impose now. If such a tax had been levied a year ago it would not have kept Mr. Leiter out of the wheat pit, nor is it likely that such a tax, if levied now, will drive business from the board to the bucket shops. The only thing the members of the board have to fear is that future Congresses, prejudiced against "future" transactions, may be tempted to impose heavier taxes in the futile hope of stopping speculation.—Chicago Tribune.

### PRAISE FOR MR. CLAUSEN.

The newspapers have just chronicled another attempt to upset the grade declared by the department, with the usual result. The warehouse commission unanimously confirms the grade given and fully vindicates the inspection department. Some-time grain-handlers and wheat-manipulators will come to learn that the Minnesota grain inspection department is not a political bureau, but a painstaking, impartial agency for the determination of the quality of all grain offered in the market, and that no man has "pull" enough to have the scales changed to the width of a hair in his favor.—St. Paul Dispatch.

### THE COMMISSION MERCHANT'S DUTY TO SHIPPERS.

The commission merchant, like other members of the human family, is not infallible, and while he is as liable to make mistakes as any other person, he should not make the mistake of sending false or misleading advice to his shippers. He should by all means be conservative in his advice and careful in his predictions, leaning to the safe side and giving quotations from an intelligent and practical knowledge of the market and its conditions. He should go further and give full explanation of the requirements of the trade, and market value of the various grades, leaving no doubt on that score. He cannot afford to revert to any other method if he wishes to retain the respect and confidence of his shippers

and be successful in his business operations.—Hay Trade Journal.

### JIM HILL JOLLIES SEATTLE.

President Hill of the Great Northern reiterates his belief that a few more years will see Seattle a larger city than San Francisco. Mr. Hill expects his road in a few years to handle upward of 10,000,000 bushels of wheat here, and he is going where he will have plenty of room to do it. It will mean cheaper cost of handling and that is a valuable item in commerce.—Seattle Trade Register.

### DRIVING CORN TO MARKET.

All good farmers long ago reached the conclusion that raising corn for sale as corn is unprofitable and uncertain and that the right way to make a success of farming in the great corn belt is to send the corn to market in the form of live stock. Such is the nature of the investment of the farmer in his crops that he can never know just how much it is and the safe way for him to proceed is to get out of his investment all that is possible and thus be sure of a profit. Estimates of the cost of corn sowing but serve to impress this fact on the farmers.—Omaha Bee.

## THE RAILROADS

Complications have already arisen that are said to threaten the newly formed Southwestern Freight Association.

Bangor, Me., is complaining that the tariff of the Maine Central is such that no grain business whatever can be done from Bangor as a center.

The Kansas City, Pittsburg & Gulf has secured two new boats to go into service between Port Arthur and South American ports. The service is to be semi-monthly.

Illinois millers have again appealed to the Railroad and Warehouse Commission for protection against the low rates from Minneapolis and other points in the Northwest.

In Manitoba, about 500 miles of railroad will be built in the near future. About half of this mileage will be constructed this year. One line will run from Sifton to the Saskatchewan County, through a good agricultural country.

Montreal has experienced all the joys and griefs of a grain blockade. Two reasons are given for the blockade at Montreal, first the lack of elevator accommodation, and then it is said that there are not steamers enough in the port to carry away the grain as fast as it is received.

The Supreme Court of the United States has granted the motion of the attorney general of Nebraska to modify the decree in the Nebraska maximum freight rate case by striking out the words, "And below those now charged by said companies, and particularly from reducing its present rates of charges for transportation to those presented in said acts."

Cincinnati grain men are rejoicing over a small concession on car lots of corn and oats south. The reduction, which went into effect June 10, amounts to 5 cents per hundred below the old tariff to points in Montgomery and Atlanta territory, also South Atlantic Coast points and points based on the same. Notice has also been given that the net rate will be subject to same shrinkage rules as formerly.

It has been reported that the New York railroads reached an agreement three weeks ago to pool all their grain traffic at and east of Buffalo. The roads in the combination, the Bulletin says, are the New York Central, and the West Shore, the Erie, the Lackawanna and the Lehigh Valley. The Central is to have 40 per cent. of the traffic, the West Shore 15 per cent., the Erie 25 per cent., the Lehigh Valley 16 per cent., and the Lackawanna 4 per cent. The new agreement is stated to be virtually the reestablishment of the old grain pool abandoned some years ago, with the percentages only slightly changed. The New York Central gets 1 per cent. more, but on the other hand, the West Shore get 1 per cent. less, so that the combined percentage of the two Vanderbilt roads remains precisely the same, 55 per cent.

Official information was promulgated June 1 of the changes in grain rates agreed upon at the recent meeting in New York between Eastern rail lines and the lake lines. The changes are from all Western points to New York and Eastern cities, to be effective June 13. The all-rail rate will be 20 cents on 100 pounds from Milwaukee or Chicago, 27½ cents from Minneapolis to New York, 17 cents on 100 pounds lake-and-rail from Milwaukee and Chicago to New York, and 24½ cents from Minneapolis. All line agents have received positive orders to make these rates effective June 13, although they are agreed that the basis is too high, and that little business is likely to be secured under it, except when rebates are granted. Rebates have been withdrawn on all other classes of shipments, as the new rates

became effective on these shipments yesterday. The rebates on grain stuffs are removed when the grain rates go into effect. We suppose the rates will last two or three days.

The \$5,000 appropriated by the Washington Legislature to back up the railroad rate law in the courts has been exhausted. All that has been done is that in a case begun by Carin & Bibb against the O. R. & N. Company, to compel that company to carry grain at the state rate, counsel have appeared to assist Attorney General Winston and Assistant Attorney General Vance with their advice and counsel. The case has never been brought to trial, but came up on demurrer to the complaint, and is now on its way to the Court of Appeals on the demurrer; \$5,000 doesn't buy much law.

## Items from Abroad

Mexico has begun the export of wheat to Europe.

The Argentine corn exports since January 1 are 2,624,000 bushels, against 6,716,000 bushels for the corresponding time last year.

Recent Paris advices say that harvesting will begin in the south and southwest of France about July 1, and around Paris July 10.

The chambers of commerce of France have petitioned the government to extend the remission of wheat import duties until October 1.

During the first quarter of 1898 the Argentine Republic exported 84,682 tons of linseed, against 127,122 tons in the same period of the previous year.

Samples of the new crop of wheat from India were shown on the Liverpool market recently, and were pronounced fully up to if not above the average in quality.

The shipments of wheat from Argentina for the first five months of 1898 have been 21,952,000 bushels, against 6,716,000 bushels for the corresponding period of 1897.

The Review of the River Plate published at Buenos Ayres, under date of May 7, says the wheat export for this season will reach 36,000,000 bushels, of which 24,000,000 bushels have already been shipped.

The St. Petersburg Official Messenger denies that a famine exists in various parts of Russia. In the districts where it is necessary, seeds are being loaned to the people from the public granaries, and relief is distributed.

The gross imports of wheat into Germany from August 1 to April 1 were 3,357,200 quarters (of 8 bushels), against 4,312,500 quarters during the same period of last season. The exports have been 805,155 quarters, against 291,700 quarters last season.

Wheat stocks in the United Kingdom June 1 were 8,000,000 bushels; in Russian ports, 4,000,000 bushels; at inland points, 3,700,000 bushels. Last year United Kingdom stocks were 6,000,000 bushels; Russian ports, 10,000,000 bushels; inland, 6,700,000 bushels.

During the first 4 months of 1898 Great Britain imported 19,143,552 hundredweights of corn, of which amount 16,511,000 hundredweights was furnished by the United States. The amount imported during the same period of 1897 was 21,104,850, and in 1896, 16,672,520 hundredweights.

The net importation of wheat, and flour figured as wheat, into France for the month of April amounted to 819,000 quarters of 8 bushels each. For the nine months ending with April the imports were 5,007,000 quarters, against 364,000 quarters during the same period of the previous season.

The gross wheat imports of Belgium from August 1 to April 1 were 3,335,450 quarters (of 8 bushels each), against 3,485,500 quarters during the same period of the previous season. The barley imports for the same period were 1,537,546, against 1,358,000 quarters, and of corn 1,336,398, against 1,330,000 quarters.

The total wheat imports of the United Kingdom for the 4 months ending April 30 are 19,868,070 hundredweights, which is 2,000,000 less than in 1897 and 1,000,000 less than in 1896. Of the above amount 8,554,100 centals (100 pounds) was from the Atlantic coast of the United States, and 3,726,200 centals from the Pacific Coast.

From reports sent in on May 10, the Hungarian Agricultural Ministry issued the following report on crop conditions in Hungary: The condition for wheat is considered to indicate a yield of 15,500,000 quarters (of 8 bushels each), against an outturn of 11,200,000 quarters in 1897, 17,500,000 in 1896, and 18,500,000 average of previous years. Rye: 4,300,000 quarters, against 4,000,000 in 1897, and 6,200,000 in 1896. Barley: 7,700,000 quarters, against 5,000,000 in 1897, and 7,100,000 in 1896. Oats: 9,000,000 quarters, against 6,000,000 quarters in 1897, and 8,000,000 quarters in 1896.



# ELEVATOR

## GRAIN NEWS

An elevator is to be built at Perth, N. Dak.

An elevator is being built at Lehigh, Iowa.

H. Lambert is building an elevator at Beaverville, Ill.

Math. Mettel is building a granary at Sauk City, Wis.

W. A. Lowe is opening a grain store at Old Town, Maine.

L. S. Chittenden is building an elevator at Tecumseh, Nebr.

Reichelderfer's Elevator at Amanda, Ohio, is about completed.

The new elevator at Ontario, Iowa, is nearing completion.

R. W. Skeels is building a grain elevator at Brunswick, Mich.

C. Hopkins & Co. will build an elevator at Breckenridge, Mich.

M. V. Bostain is about to erect a grain warehouse at Carlisle, Ky.

A. Waller & Co. have decided to build an elevator at Henderson, Ky.

James Coryell will erect a grain elevator at Branchport, N. Y.

McNaughton Bros. have started work on their elevator at Ray, Ind.

John C. Wilson will build an elevator at Russellville, Ind., in the fall.

Chas. Rippe of Forest City, Iowa, will build an elevator at Germania.

A new engine has been put in the Wagner Elevator at Hinckley, Ill.

J. Fangbner & Son contemplate building an elevator at Fremont, Ohio.

M. B. Helmer of Fond du Lac, Wis., will build an addition to his elevator.

John Fetherston has enlarged and improved his elevator at Milton, Wis.

James R. Barker's elevator at Delavan, Ill., is in process of construction.

Clawson & Rorabaugh are enlarging their storage capacity at Radnor, Ind.

The grain firm of Hottelet & Kamm at Milwaukee, Wis., has been dissolved.

Burlington Junction, Mo., has a new elevator well along toward completion.

The Kearney Milling Co. is preparing to erect an elevator at Kearney, Mo.

G. N. Carter contemplates building an elevator at Berwick, Newton Co., Mo.

J. M. Crawford & Son have entered the grain business at New London, Iowa.

C. T. and A. W. James will build a 45,000-bushel elevator at Jefferson, Okla.

H. Work & Co. of Ellsworth are building a grain elevator at Hays City, Kans.

Arthur Watson has purchased Jacob Stair's grain business at Farmington, Ill.

Rothermel Bros. are pushing to completion their new elevator at Akron, Mich.

Pierce & Ferrish, dealers in grain and coal at Effingham, Ill., have dissolved.

It is reported that a 25,000-bushel steel elevator will be built at Poseyville, Ind.

The Manitoba Grain Co. of Winnipeg will build an elevator at Calgary, Alberta.

Hillyard's Elevator, 50x24 feet, is in process of construction at Fremont, Mich.

John Butzer is building an elevator at Hillsdale, Ill., 24x48 feet and 56 feet high.

Seigert Bros. are having an addition built to their elevator at Seigert's Station, Ill.

Long & Long have their modern grain elevator at Van Wert, Ohio, about completed.

The construction of Chamberlain's elevator at East Liberty, Ohio, is now under way.

The California Cereal Co. at Los Angeles has been sold to J. B. Folger & A. J. Little.

Pearson & Hayton have placed a gasoline engine in their elevator at Pierson, Iowa.

A. D. Thiervechter of Oak Harbor, Ohio, is building a new grain elevator at Kingsway, Ohio. The

contract for complete equipment of machinery was awarded to the Weller Mfg. Co.

G. R. Rose of Boswell is building a grain elevator and warehouse at Brookston, Ind.

Flory & Co. of Bangor, Pa., will build a 25,000-bushel elevator at Bangor Station.

Monroe Garrison of Watseka, Ill., will erect a 25,000-bushel elevator at Woodland.

It is reported that the O. & St. L. R. R. will build an elevator at Imogene, Iowa.

Chris Sharp has purchased and is now in charge of the elevator at Bowling Green, Ohio.

It is said that an elevator will be built at Stevenson, Ind., by parties from Boonville.

The grain firm of V. W. Bullock & Co. at Burlington, Iowa, has discontinued business.

N. & W. Sauer, the millers of Evansville, Ill., are to erect an elevator at Murerville, Ill.

R. B. Floyd will erect a wheat elevator of 40,000 bushels' capacity at Alexandria, Tenn.

A 30,000-bushel elevator is being completed at Mission Hill, Yankton County, S. Dak.

The Sheffield Milling Co. of Faribault, Minn., is building a 50,000-bushel steel elevator.

Albert H. Roffe has sold his grain business at Newton Center, Mass., to J. R. Stevens.

Hugh Lamb and L. L. Newton have engaged in the grain buying business at Adrian, Ill.

M. R. Allsup at Maroa, Ill., is now using the Dickey Overblast Separators for wheat cleaning.

J. H. Knox has retired from the grain firm of W. O. Brackett & Co. at Temple, Texas.

W. H. Smith is reported to contemplate the erection of an elevator soon at Hindsboro, Ill.

C. H. Burrill at Rochester, N. H., is building an elevator in connection with his grist mill.

The Royal Milling Co. of Great Falls, Mont., contemplates erecting an elevator at Chinook.

Joseph Poetzel has succeeded to the grain business of M. A. Rothmund at St. Paul, Minn.

S. Van Steenberg has built a new boiler house in connection with his elevator at Talbot, Ind.

M. E. Howrey & Co. will operate a grist mill in connection with their elevator at Kemp, Ill.

Prentiss & Waite have succeeded Dimock & Waite in the grain business at Easthampton, Mass.

James A. Faris & Son are about to commence the erection of an elevator at Flandreau, S. Dak.

S. A. Hayward has improved his elevator at Tremont, Ill., and added new elevating machinery.

Hazey, Moore & Co. of North Liberty, Ind., are building an elevator 20x25 feet at Kingsbury.

The Oshawa Grain & Produce Co. has been organized at Oshawa, Ont., with a capital of \$25,000.

The Brand-Dunwoody Milling Co. will build a 60,000-bushel elevator at their mill in Joplin, Mo.

J. L. Mason has put into his elevator at Elgin, Ill., a cleaner of the A. P. Dickey Mfg. Co.'s make.

Jacob Kropf's elevator now building at Cissna Park, Ill., will be 40x42 feet and about 35 feet high.

J. L. Andrews has succeeded Andrews & Morgan in the grocery and grain business at Abilene, Texas.

Carrington, Hannah & Co. of Chicago are talking of building a new grain elevator at Union Hill, Ill.

D. R. Hatch and M. P. Shrope have rented and are now operating an elevator at Stillman Valley, Ill.

Donahue & Patton are building an elevator at Ponca City, Okla., with a capacity of 25,000 bushels.

L. L. Cass of Weston will erect an elevator at Milton Center, Ohio, the citizens having donated a site.

D. U. Gildea of Spangle, Wash., is building a 40,000-bushel elevator in connection with his flouring mill.

It is reported that the farmers in the vicinity of Lafayette, Minn., will build an elevator this summer.

New scales are being put in at Clarey & Payne's elevator at Leroy, Ill. Thos. Karr is manager of this house.

The wheat buying competition in Eastern Washington this year promises to be interesting, as at least 5 strong shipping concerns will be in the market.

The Centralia & Chester Railroad in Illinois has been completed to the Mississippi River and put into operation. Elevators have been built on this line at Linn's Landing and Forman, and one is in

course of construction at Chester. Two other elevators on the line are being enlarged.

Lowell G. Holt & Co. have gone into the grain business at Nashua, N. H., and opened up two storehouses.

A farmers' elevator company is being organized at Osakis, Minn., and an elevator will be built before harvest.

The Farmers' Elevator Co. of Milbank, S. Dak., have contracted for the erection of a 15,000-bushel elevator.

The Fitchburg Railroad Co. is building a one-story grain warehouse 66x80 feet on Water Street, at Boston, Mass.

Elmer Marcelus of Sandwich, Ill., has purchased an elevator at Annawan and moved there to take charge of it.

S. A. Hayward is putting in new machinery to increase the handling capacity of his elevator at Tremont, Ill.

A new foundation and other improvements are being made to the Northwestern Elevator at Grafton, N. Dak.

Byron Leaird, doing business at Houston, Texas, as the Houston Grain Co., has advertised as selling out his stock.

E. M. Wayne & Co.'s grain elevator at Klondike, Ill., is completed and will be operated in charge of W. D. Wayne.

W. H. Delong of Sadorus, Ill., contemplates increasing the capacity of his elevator from 20,000 to 30,000 bushels.

It is reported that the village of Dryden, Mich., offers a bonus for an elevator to replace the one burned last year.

Ehler's Elevator at Minden, Iowa, has been completed and put in operation, a gasoline engine furnishing the power.

It is reported that negotiations are 'under way looking to the erection of one or more large elevators at Tonawanda, N. Y.

The Collin County Mill & Elevator Co. at McKinney, Texas, has let the contract for a 75,000-bushel modern steel elevator.

Samuel Robb of Swanwick, Ill., will build an elevator there, and it is his intention to operate it with a gasoline engine.

One of the largest cleaners of the A. P. Dickey Mfg. Co.'s make has been placed in the M. F. Percy Elevator at Anita, Iowa.

W. T. Hough and O. P. Stoddard have purchased H. Higgins' grain business at Galva, Ill. They are both experienced buyers.

Powers' mill and elevator at Hindsboro, Ill., has been improved by the addition of new dumps, elevators, and a new sheller.

The E. O. Stannard Milling Co. will erect four steel storage tanks at Dallas, Texas, with a total capacity of 50,000 bushels.

Bartlett, Kuhn & Co. of Evansville, Ind. will erect a grain elevator at Princeton, Ind. It will have a capacity of 50,000 bushels.

The Great Western Elevator Co. is piping its terminal elevator at Minneapolis so as to use the refuse from cleaners as fuel.

The Farmers' Warehouse at Moscow, Idaho, will be operated this year by Russell & Rubedew. Some improvements are being made.

T. F. Thompson of Leland, and M. J. Flaherty of Baker, Ill., have placed a new gasoline engine in their elevator at the latter place.

W. T. Westbrook has completed his new elevator at Paxton, Ill. It is 65x30 feet, 70 feet high, and has a capacity of 55,000 bushels.

The Farmers' Elevator Co., recently organized at Richmond, Mich., has commenced the construction of a 14,000-bushel steel elevator.

D. R. & F. A. Cole of Keene, N. H., are busy building another grain warehouse. It is to be 104x40 feet and two stories high.

C. B. Delong of Fithian, Ill., is putting up an elevator at the crossing of the Big Four and the Ross-ville branch of the C. & E. I. R. R.

The A. P. Dickey Mfg. Co. of Racine, Wis., has recently shipped cleaners to elevators at Talmage, Nebr., Seymour, and Roberts, Wis.

S. M. Smyth of Scottville, Mich., finding his warehouse inadequate for the requirements of his growing business, has started to build an elevator 30x46 feet.

The Farmers' Elevator Company at Brandon is reported in financial difficulties. Some of the officials, it seems, misused a part of the money. The company was formed to save the local agricultural



interests from the exactions of the monopolists. In steering to avoid the devil it fell into the deep sea.—The Gazette, Montreal, Canada.

The Weller Mfg. Co. is furnishing complete grain elevator outfits for the four new grain elevators that are being built at Hudson, S. Dak.

Davis & Way at Knoxville, Iowa, have lately placed in their elevator at that place, a cleaner made by the A. P. Dickey Mfg. Co.

W. T. Buck is improving his elevator plant at Vliets, Kans., a new office and private telephone being among the conveniences added.

The Chas. G. Curtiss estate is having an elevator built at Buffalo, N. Y. It is to be a frame and corrugated iron building 42x180x175 feet.

Roth, Bruner & Fiest of Cincinnati, Ohio, have added to their equipment a cleaner of the largest size made by the A. P. Dickey Mfg. Co.

It is reported that a grain elevator and other visible evidences of a prosperous new town will be erected at Berwich, N. Dak., this summer.

It is reported that the Independent Elevator which was built last fall at Annandale, Minn., has been sold to Osborne & McMillan of Minneapolis.

The Groton Grain Co. has been incorporated at Groton, Conn., with a capital stock of \$2,000. Thomas A. Miner is the principal stockholder.

F. W. Stine & Co. will build a 60,000-bushel elevator at Gilman, Ill. A brick power house and other features will make it a first-class plant.

W. T. Westbrook recently completed a new elevator at Paxton, Ill. The building is 65x30 feet, 70 feet high, and has a capacity of 55,000 bushels.

It is reported that Tate, Mueller & Co. of Baltimore have secured control of the elevator belonging to the Frederick City Mill at Frederick, Md.

Tromanhauser Bros. of Minneapolis, Minn., have finished a new grain elevator at Kingston, Ont., and have another in process of erection at Goderich.

Beecher Jacks of Adrian, Ill., is now proprietor of John M. Owen's elevator at Bowen, and has rented it to S. C. McCormick of the former place.

The Crescent Elevator at St. Louis was sold on June 3 to W. L. Green, of the Green Commission Co. This house has a capacity of 200,000 bushels.

The elevator at Exeter, Nebr., recently purchased by the Trans-Mississippi Grain Co., is being thoroughly overhauled by Seeley, Son & Co. of Fremont.

Frank Morehouse will build an addition and make extensive repairs on his elevator at Gresham, Nebr. The work will be done by Seeley, Son & Co. of Fremont.

Seeley, Son & Co., the elevator builders of Fremont, Nebr., are now making repairs on N. B. Updike's elevators at Swedeburg and Stockham, Nebr.

The contract for building the Farmers' Elevator at Faribault, Minn., has been awarded to a local firm, and the elevator is to be ready for operation by August 15.

John Ketchum has sold his grain and live stock business at Welton, Iowa, to G. Radds. Mr. Ketchum has gone to Haping and taken a position in an elevator.

The Zenith Milling Co. at Kansas City, Mo., has let a contract for rebuilding its mill to double the present capacity, and a 50,000-bushel elevator will also be added.

J. Allen Smith & Co. are erecting 3 steel storage tanks at Knoxville, Tenn., with a combined capacity of 102,000 bushels. Each tank is 30 feet in diameter and 60 feet high.

The Woodworth Elevator Co. of Minneapolis, Minn., has been incorporated by E. S. Walter, S. and R. P. Woodworth and Geo. P. Harding. The capital stock is \$100,000.

D. M. Carson of Kirk's Station, Ill., is putting up a new grain elevator at that point. The entire equipment for same is being furnished by the Webster Mfg. Co.

The Illinois Cereal Co. at Bloomington, Ill., has been incorporated with a capital stock of \$100,000. The incorporators are E. A. Gooding, M. G. Linn and H. D. Spencer.

Beam & Hilton of Cuba, Ill., recently placed an order with the Webster Mfg. Co. for a gasoline engine and complete elevator outfit for their new house at that point.

J. M. Potter has enlarged his warehouse at Harrisburg, Ill., and converted it into an elevator 60 feet high. A gasoline engine, scales, corn sheller, etc., have been added.

The half-million-bushel Canada Atlantic Elevator at Coteau, Quebec, was opened on May 10. The Canada Atlantic Railway has a line of 5 steamers on the lakes to bring grain from the West to Parry

Sound. From there it goes by rail to Coteau. From the elevator there it will be loaded into barges and taken to Montreal for ocean shipment.

J. M. Hershberger of Leverett, Ill., recently placed an order with the Webster Mfg. Co. for the machinery required in his new elevator at that point.

The elevator of the Republic Milling Co. at Republic, Mo., is being enlarged from 50,000 to 100,000 bushels' capacity. The work is expected to be completed by about July 1.

The Iowa Park Lumber & Grain Co. has been incorporated at Iowa Park, Texas, with a capital stock of \$10,000. The incorporators are E. R. Kolp, D. C. Kolp Jr., and W. R. Stone.

The Weller Mfg. Co. has furnished a complete grain elevator outfit for Patten Bros' grain elevator at Sandwich, Ill. A 15-horse power gasoline engine was included in the order.

John Besear of Vermillion, Ill., is rebuilding his elevator. When completed it will have a capacity of about 25,000 bushels. Alex. Barton of Paris, Ill., is superintending the work.

D. Waggoner & Son of Waggoner, Tex., have contracted with Seeley, Son & Co. of Fremont, Nebr., to build them a 65,000-bushel elevator. Work on the structure is now under way.

Ritzville, Wash., has shipped nearly 1,000,000 bushels, or 1,300 cars of wheat, since September 1 last, and other points in Adams County have shipped about a like amount.

Howard Brothers of Edgar, Nebr., recently placed an order with the Webster Mfg. Co. for a Webster Gasoline Engine and an outfit of machinery for the new elevator at Angus, Nebr.

G. D. Hill of Grand Ridge, Ill., has recently placed an order with the Webster Mfg. Co. for one 10-horse power Webster Gasoline Engine, also other machinery for making changes.

Work is in progress on the foundation for the Northern Grain Co.'s mammoth elevator at Manitowoc, Wis. Spikes to the number of 37,000 are being driven for this purpose.

The Martin-King Grain & Milling Co. of Kansas City has been incorporated with a capital stock of \$5,000. It was incorporated by Brice J. King, John Martin and Dwight W. McEwen.

The Santa Fe Elevator & Dock Co. has transferred the Santa Fe Elevator at Wood Street and the south branch of the Chicago River at Chicago, to the A., T. & S. F. R. R. Co. for \$281,642.

New Bros., the millers and grain dealers of Greenfield, Ind., are about to build an elevator at Mt. Comfort and also at Mohawk. This firm now operates houses at Morristown, Maxwell and Willow.

W. M. Chelf & Co., proprietors of the Kiowa Roller Mills, Kiowa, Kans., will put up an elevator and dump and add cleaning machinery. The elevator will be the largest in that section of the state.

It is reported that the farmers of Tarrant County, Texas, will organize and build an elevator at Fort Worth, or at least secure the cooperation of outside buyers there who will pay better prices for their grain.

Another large grain elevator is being built at Nebraska City, Nebr. The Paul Schminke Milling Co. are the owners of this one, and they have awarded the contract to Seeley, Son & Co. of Fremont.

The Empire Grain Co. at Sherman, Texas, asked for the appointment of a receiver on May 30. J. R. Cole was made receiver. The liabilities are \$45,000, with assets said to considerably exceed this amount in value.

Harry Allen of Allerton, Ill., is putting up a new elevator at that point. He has placed an order with the Webster Mfg. Co. for a Webster Gasoline Engine, together with the necessary machinery for his house.

Scott Darter is building an elevator at Crawfordsville, Ind., which will be ready to receive the new crop. The machinery from his elevator at Ladoga will be used. He will also mill whole wheat flour and corn meal.

The Webster Mfg. Co. recently secured a contract from the Crocker Elevator Company of Maroa, Ill., for the machinery required in their new elevator at Cisco, Ill. The machinery is now being placed in position.

S. A. Hayward of Tremont, Ill., is making some changes in his elevator, putting in a belt conveyor, elevator, etc. The machinery and equipment as well as the millwright work are being furnished by the Webster Mfg. Co.

It is now announced that the construction of the 200,000-bushel elevator by the Des Moines Elevator Co. at Des Moines, Iowa, will probably be put off for at least another year. This is due to the war interfering with the gulf export trade. The Pittsburg

& Gulf Railroad has taken off some of its steamers, and the connecting rail line between Des Moines and Kansas City will probably not be built until required.

The Farmers' Elevator at Spring Valley, Ill., was sold last month to William Hirschey, its former manager. Mr. Hirschey represents a new line of stockholders, the old ones having failed to agree upon a plan of management.

President J. J. Hill of the Great Northern Ry. says that his company will build a large elevator on the Pacific Coast, and that it will be located in Seattle if they are given the proper encouragement in the way of a suitable site.

The Wabash Elevator Co. has been incorporated at St. Louis, Mo., with a capital stock of \$6,000, fully paid and equally divided among the following holders: Jos. S. Nansen, S. A. Whitehead, Wm. Grassmuck and Geo. H. Hall.

A newspaper correspondent at Schulline, Ill., says there is talk of an elevator being built at that place. He adds that it is badly needed as sometimes as much as 200 to 300 bushels of wheat comes there in a day to be loaded into a car.

Among recent shipments of gasoline engines by the Frontier Iron Works, Detroit, Mich., is a 50-horse power Frontier Tandem to Waverly, Tenn., a 60-horse power engine to Sanborn, Iowa, and one of 50-horse power to Silver City, Iowa.

Alterations and improvements are being made on H. Mueller & Co.'s elevator at Stewart Avenue and Fifty-fifth Street, Chicago, to the extent of about \$15,000. The house is being arranged to conform to the railroad tracks which are being elevated.

The Farmers' Grain & Elevator Co. has just been incorporated at Kingfisher, Okla. The capital stock is \$50,000, and the incorporators are H. L. Lucas, Jacob Kaltenberger, John C. Jordan, Geo. W. Midgaugh and W. T. S. McMahon, all of Kingfisher.

William Fields and John A. Hausley have entered suit against the city of Evansville, Ind., for \$2,500 damages because the board of public works condemned for street purposes a portion of their land which prevented them from building an elevator.

Extensive improvements are being made in the B. & M. Elevator at Burlington, Iowa. New handling, weighing and cleaning machinery is being put in to double the handling capacity of the house. A sweeper system is also among the new additions.

The elevators of the Farmington Grain & Hay Co. at Farmington and Castle Rock, Minn., were closed last month on attachments in favor of Brooks, Griffith & Co. of Minneapolis, who are reported to have a claim of \$14,000 against the first named company.

E. R. Ulrich & Sons of Springfield, Ill., admitted A. L. Ulrich as a partner in the firm on June 1. Mr. Ulrich was recently of the Rice Lake Lumber Co. of Rice Lake, Wis. The partnership now consists of E. R. Ulrich and three sons, E. R. Jr., C. M. and A. L.

At the annual meeting of the Portland Elevator Co. held at Portland, Maine, last month, the following were elected as officers for the ensuing year: President, Chas. M. Hays; vice-president, Geo. P. Wescott; treasurer and secretary, Chas. Percy; clerk, C. A. Hight.

It is reported from Fort Worth, Texas, that Chas. F. Orthwein & Son of St. Louis have purchased 8 acres of land at the former place, on which they will at once erect a 500,000-bushel elevator. With the exception of one at Dallas, this will be the largest house in that section.

It is reported from Sheboygan, Wis., that the city council has accepted a proposition from the Rialto Elevator Co. of Chicago, to build a modern elevator in that city. The city is to dredge the river to accommodate boats that may be loaded for storage during the winter.

The Pond Creek Mill & Elevator Co. has been incorporated at Hutchinson, Kans., with a capital stock of \$30,000. The directors are D. W. Hillis, M. E. Hillis, W. H. McKinney and Mary C. McKinney of Hutchinson, and T. J. Holdridge and L. E. Holdridge of Kansas City.

An elevator with a capacity of from 300,000 to 500,000 bushels is to be built at Denver, Colo. A considerable number of grain men are said to be interested in the enterprise. Fred F. Struby of the Struby-Estabrook Mercantile Co. is at the head of the project. The house will be located on a site with the Burlington tracks on one side and the Union Pacific on the other. It will be the first public elevator in Denver.

The annual meeting of the Union Elevator Company was held in Council Bluffs June 1. The following officers were re-elected for the ensuing year: President, Edward Dickinson, general manager of the Union Pacific; vice-president, C. A. Goodnow, assistant superintendent of the C. & M. & St. P. Railway; and secretary and treasurer, Harvey A.



Snyder, assistant general freight agent of the C., R. I. & P. Railway.

The Elliott Elevator Co. of Elliott, Ill., will finish its new 15,000-bushel capacity grain elevator June 20. It is equipped with a 10-horse power gasoline engine manufactured by the New Era Iron Works of Dayton, Ohio, and Constant Dumps. The conveying machinery was supplied by the Webster Mfg. Co. of Chicago.

The Consolidated Elevator Co. of St. Louis, Mo., has arranged for the erection of a 1,250,000-bushel elevator after plans by J. S. Metcalf of Chicago. It will be built on the site of the Union Elevator which burned last January. It will be a modern house in every way, and it is expected to have it completed for the fall grain business.

## WATERWAYS

There are more 3,000-ton and bigger ships on the great lakes flying the American flag than on the oceans.

Miss Fay Fuller, recently appointed harbor mistress of Tacoma, is said to be the only woman in the world holding such a position.

New York State has appropriated \$30,000 for dredging the basin in Buffalo harbor. This will give a 20-foot deep channel leading to the Raymond Elevator.

A large grain carrier is to be built at Toronto, Ont., to be ready for the opening of navigation in 1899. It will ply between Fort William and Prescott, Ont.

Up to within 6 weeks of the close of this season Seattle, Wash., had shipped nearly 1,500,000 bushels of wheat, or 42,251 tons, while the next largest season was only 25,791 tons.

It is estimated that nearly 2,000,000 bushels of grain were taken into the harbor of Buffalo on Sunday, May 15. The carriers were numerous, and many of them of large capacity.

From the opening of navigation to May 14, 15 cargoes of grain had passed into the Rosenbaum Elevator on the B. & O. docks at Sandusky, Ohio. Only one of these was an exclusive wheat cargo.

May was the greatest grain month in the history of the port of Baltimore. One hundred and twenty-two vessels cleared for foreign ports, 75 of which had whole or part cargoes of grain. The corn shipments were unusually heavy.

According to Harbormaster Visell, the foreign and coastwise exports for the port of Tacoma during the month of May included 773,101 bushels of wheat valued at \$709,526.26, and 55,035 barrels of flour, valued at \$219,385.40.

A cargo of Leiter wheat was taken out of the Chicago River on May 21 on the steamer Senator that for value exceeded any previous grain cargo on the lakes. The insurance policy covered 182,000 bushels of wheat valued at \$316,483.

The bark Megunticook of Boston has been purchased by the Boston Towboat Co. and will be converted into a floating elevator for transporting cereals about the harbor. When converted the vessel will have a capacity of about 18,000 bushels of grain.

Last month the Northern Grain Co. sent from Manitowoc to Chicago a cargo of 60,000 bushels of wheat that had been sold to Leiter. When it came to delivering, 25,000 bushels were rejected, and it was finally decided that the steamer take this back to Manitowoc.

And again the record for the largest cargo has been broken. The steel steamer W. R. Linn recently delivered at Owen Sound from South Chicago 232,000 bushels of corn, or 6,496 net tons, making it the largest cargo of any kind ever moved on the lakes up to that date.

During a dense fog on the evening of May 28, the United States cruiser Columbia ran into the British steamer Foscolia off Fire Island, N. Y. The Foscolia sank within a few hours. A portion of her cargo consisted of 72,000 bushels of Leiter wheat which was covered by insurance.

Owing to breaks in the Erie Canal, due to lazy politicians, or inefficient and irresponsible contractors, its opening was delayed from 4 to 6 weeks beyond what it should have been. The result has been a loss to shippers and a gradual loss of confidence in and patronage of the canal.

The government survey of the route of the proposed canal to connect the southern end of Lake Michigan with the western end of Lake Erie has been completed. As an engineering feat the work is considered comparatively easy, and the cost is estimated at \$40,000,000. By the present water route from Chicago to the mouth of the Detroit River the distance is 1,011 miles, while by the proposed canal the distance from Chicago to Toledo would

be only 161 miles, a saving of nearly 900 miles. The air line water route between Chicago and Buffalo would be over 100 miles shorter than by rail. A bill is now before a Congressional committee to appropriate \$3,000,000 for preliminary work of construction on this canal.

Complaints have been made about the delay experienced in getting cargoes unloaded at the different elevators in Buffalo, due to the consignments getting bunched for one house, etc. To obviate this, Chicago shippers have suggested that all grain be consigned to a receiver who can have it unloaded at the house where there will be the least delay.

Manitoba wheat is being shipped via Buffalo, but not on account of an insufficiency of Canadian tonnage on the lakes, as there is said to be enough vessel room offered by Canadian bottoms to take double the quantity of wheat now offered at Port William. Then the sequel must be found in cheaper rates to the seaboard via the Erie than the St. Lawrence route.—Montreal Trade Bulletin.

In the Marine Record, Capt. Chas. Gale relates the story of how in 1867 he broke the record for fast time between Chicago and Buffalo in a sailing vessel. The schooner Frank Perew was loaded with 35,000 bushels of wheat, and its time between the two ports was 3 days 5 hours and 30 minutes. Freight was collected at the rate of 8 cents per bushel, or \$2,800 for the cargo, which overran 10 bushels.

The Chicago, which is the second vessel built for the London Grain Elevator Co., and fitted with Duckham's pneumatic elevating machinery, was recently given a trial. It transferred wheat from the lower hold of an Atlantic liner into barges, automatically weighing it en route, at the rate of 135 tons per hour. The importance of rapid unloading can be understood when it is known that the dock dues are \$350 per day.

The District Court at Duluth, Minn., has decided, in the case of the Vega Steamship Co. vs. the Consolidated Elevator Co., that vessel owners cannot recover shortages in their grain cargoes under the laws of the state of Minnesota. It was held that the state weighmaster is in effect an arbitrator between the elevator and the vessel owner, and when accepted in that capacity, his figures must be accepted unless the law is unconstitutional.

While on the way to Buffalo last month fire was discovered in the cargo of 100,000 bushels of corn on the steel steamer Chili. The hose was turned on and the fire supposed to have been extinguished, but when the Chili arrived in Buffalo the fire was found to be still in progress. When it came to unloading 5,146 bushels were thrown out, and 30,000 bushels more were rejected on account of damage by smoke and water. The vessel also sustained considerable damage.

In 1825 Webster said: "We have a commerce which leaves no seas unexplored, and navies which take no law from superior force." At that time 93 per cent. of our foreign carrying trade was borne in American ships. In 1860 it had dwindled down to 66 per cent. During the 5 years covering the war period it fell off 38 per cent. more, leaving only 28 per cent. for our vessels. In 1870 it had gone up to 35 per cent., but from that time on it has steadily declined until in 1897 our vessels carried but 11½ per cent. of our foreign commerce. With the close of the present war, the strengthening of our navy and extension of our foreign commerce, the American merchant marine should experience a tremendous growth.



HE WENT GUNNING.

The way the price was at one time Mr. Bear must have got a bull or two, horns, tail and all.—Zahm & Co.'s Circular.

## COMMISSION

The Warrick Grain Co. at Kansas City made an assignment May 12, with liabilities said to be less than \$10,000.

Count S. de Bielski has entered the grain business at Duluth, Minn., and has been elected to membership in the Board of Trade.

The Donovan Commission Co. has been incorporated at St. Louis by J. J. Mulholland, F. J. Miner, E. M. Donovan and others. The capital stock is \$40,000.

The A. M. McDermott Commission Company has been incorporated at Kansas City with a capital stock of \$15,000. The incorporators are: A. M. McDermott, H. M. Evans and C. P. McDermott.

Rex & Bender operated a bucket shop at Canal Fulton, Ohio, for a short time and then failed. Citizens of that place are now in possession of \$3,315.20 worth of experience; at least that is what they paid for it.

The Purcell Grain Co., which was recently organized at Kansas City to do a grain commission business, has incorporated with a capital stock of \$5,000. The stockholders are: C. B. Purcell, M. E. Purcell, H. B. Hulett, and K. Johnson.

The B. V. White Grain Co. has been incorporated at Baltimore to deal in grain. Its capital stock is \$10,000. Among the incorporators are Elijah B. White of St. Louis, Benj. V. White, Samuel Phillips and Wm. E. Phillips of Baltimore.

D. C. Van Duyn, who has represented Lamson Bros. & Co., and the American Cereal Co. of Chicago, at Champaign, Ill., has been succeeded by Vance & Murray. In the future Mr. Van Duyn will represent R. J. McDonald of Chicago.

The E. B. White Grain Co., a large exporting house of St. Louis, retired from business on June 1. Preparations for closing up the business had been going on for some time. Mr. White had been very successful in business, and on account of declining health desired to retire and enjoy the fruits of his labors.

Bennett & Spangler, who conducted a bucket shop in St. Joseph, Mo., for several months, disappeared from that city last month, leaving a number of speculative creditors whose claims aggregate a good many thousands of dollars. Of course, such a concern has no assets, unless it may be a few pieces of office furniture.

The Krull & Volger Co. at Chicago, with branches at Milwaukee and Kansas City, made an assignment on June 4. The firm has been in the grain and produce business for 30 years, and also dealt heavily in navy beans. F. Volger, vice-president of the company, was one of the earliest members of the Chicago Board of Trade. All the members of the company are highly esteemed in commercial circles.

### OUR CORN ABROAD.

The following table shows the exports of corn during the past ten years, the figures for 1898 including but ten months of the fiscal year. The exports of corn meal are included in the statement, being reduced to the bushel unit by the usual method of the bureau of statistics, which calculates that each barrel of meal represents 1½ bushels of corn, flour being calculated at the rate of four and one-half bushels of wheat to each barrel of flour:

Year ending June 3—	Bushels.	Value.
1888.....	25,360,869	\$14,120,986
1889.....	70,841,673	33,825,762
1890.....	103,418,709	43,554,894
1891.....	32,041,529	18,599,664
1892.....	76,602,285	42,510,421
1893.....	47,121,894	25,380,592
1894.....	66,489,529	30,981,680
1895.....	28,585,405	15,299,611
1896.....	101,100,375	38,490,983
1897.....	178,817,407	54,989,213
1898 (ten months).....	166,492,660	58,001,793

Great Britain is the largest customer in regard to corn, as in most other of our exports, the total exportations to the United Kingdom for the first ten months of the present fiscal year being 68,066,775 bushels out of a total of 163,654,184 bushels. The next largest customer is Germany, which in the ten months in question absorbed 29,525,876 bushels, while all other countries of Europe took less than 50,000,000 bushels, British North America 15,105,053 bushels, and Cuba 1,045,472 bushels. Mexico, which imported about 10,000,000 bushels of corn from the United States in 1897, took but 118,883 bushels in the first ten months of the present year.

The lake grain rates to Buffalo have tumbled down, showing the lack of shipping demand.



# OBITUARY

Mr. Dart, of the grain firm of Dart & Hawkins at Pierpoint, S. Dak., died recently.

John F. Donovan, president of the John F. Donovan Commission Co., St. Louis, Mo., died last month.

John Willaman, aged 76 years, died June 7 at Wooster, Ohio, where for 40 years he had been a grain buyer.

J. A. McLennan, superintendent of the wheat buying department for the Ogilvie Milling Co., Winnipeg, Manitoba, died recently.

Rufus P. Burlingame, a pioneer of Chicago, died June 7 at Springfield, Ohio, aged 92 years. He built one of the first grain elevators in Chicago.

Silas B. Green died May 9 at his home in Cambridge, Mass. For many years past he has been prominent as a hay and grain merchant at Watertown.

Jonathan Lane Esq., one of the oldest members of the Boston Chamber of Commerce, and a member of the National Board of Trade, died recently of heart disease.

Thomas H. Foster died at his home at Elgin, Ill., June 10, of typhoid fever, after an illness of two weeks. He had been a member of the Chicago Board of Trade since 1862, and at the time of his death was its weighmaster. He was about 68 years of age.

The Hon. Charles J. Chapman died suddenly on June 1 in Portland, Maine. Mr. Chapman was a prominent man in that city, having served as mayor for 3 years. He started in business there in 1870 as a member of the flour and grain commission house of Norton, Chapman & Co.

James W. Odell died May 27 at Lakeville, Conn., after a prolonged illness. Mr. Odell was 66 years old, and was formerly for many years a resident of Chicago. He was a member of the firm of Flint, Odell & Co., owners of several large elevators. This firm was succeeded by Chas. Counselman & Co.

David W. Hunter died at his home in Oak Park, near Chicago, Ill., on May 18, in his sixty-sixth year. Mr. Hunter was born in the north of Ireland, and came to the United States in 1852. In 1865 he located at Frankfort, Will County, Ill., where for 15 years he conducted a grain and merchandise business. In 1880 he returned to Chicago and engaged in the feed business.

John Foster died of old age at Shirley, Ill., on May 11, aged 91 years and 6 months. He was one of the oldest residents of McLean County. Mr. Foster was a native of New Hampshire. He came to Shirley in 1866 from Ohio, and engaged extensively in grain buying and farming. At the time of his death he owned a large tract of fertile land in McLean County, and 940 acres in Ford County.

J. M. Richards died at Champaign, Ill., on May 18. He came to Chicago in 1856 and amassed a fortune in the grain business. He was president of the Chicago Board of Trade in 1869, and shortly afterward retired from active business, and with his wife took a trip around the world. Since that time they have traveled almost continuously, and visited almost every part of the globe, even going beyond the bounds of civilization.

William H. Crocker died at his home at Hinsdale, near Chicago, on June 6, of heart failure. He came to Chicago in the early sixties and engaged in a general commission business, and had been connected with the flour and wheat business ever since. He was a member and at one time a director of the Chicago Board of Trade. For a number of years he was flour inspector at the government warehouse in Chicago, and held that position at the time of his death.

Felix R. Brunot, one of the most prominent citizens of Allegheny County, Pa., died in Allegheny on May 9. He was born at the United States Arsenal at Newport, Ky., in 1820, and was educated in Pennsylvania. In 1842 he engaged in the milling business at Rock Island, Ill., and also dealt in grain at Camden. He made considerable money, and returned to Pittsburgh in 1847. He is widely known and honored for his philanthropic work during the war, later among the Indians, and in his home city.

Dr. Joseph Albert Lintner died at Rome, Italy, on May 5. He had been curator of the entomological department of the New York State Museum since 1868, and entomologist of that state since the creation of that office in 1880. He had also served as editor of the entomological department of the Country Gentleman for a quarter of a century. Dr. Lintner was a self-made man, and a scientist of the highest acquirements. He was a broad, liberal thinker, and sympathized with agriculturists and others in their struggles with insect pests,

and he made a large portion of his works interesting and valuable to every person of ordinary intelligence.

Egbert Dodge, a grain elevator man of Sedalia, Mo., died May 14 at the age of 72 years. He built the first elevator in East St. Louis, Ill., and later erected large elevators at Vicksburg and Memphis. He was born in Culpeper County, Va., and was the father of A. S. Dodge, manager of the Cotton Belt Railway at St. Louis.

Edward S. Worthington, junior member of the firm of Norton & Worthington, died in Chicago, May 21, after a 3 months' illness from laryngeal tuberculosis. He was 40 years of age, was a member of the Chicago Board of Trade, and had served 3 years as a member of the Board of Directors. His firm has been very successful in the grain commission business.

## The EXCHANGES

Three Chicago Board of Trade memberships were sold on June 2 at \$860 net to the buyer.

The following elevators have applied to the Chicago Board of Trade to be made regular: Central, National, Keith's, Nebraska City and Alton.

The Peoria Board of Trade now has a private wire to Chicago, which gives it more economic service than it has heretofore had through the telegraph companies.

The directors of the Chicago Board of Trade on May 31 declared all receipts of the Santa Fe Elevator, dated after June 1, to be irregular. The warehouse changed hands recently and will become a private house.

May 27 was Dewey Day in Kansas City and the Commercial Exchange was closed. The members, in carriages, formed a division in the parade, Col. J. W. Moore, of the Moore Grain & Elevator Co., acting as marshal.

The extensive repairs being made on the Milwaukee Chamber of Commerce building will take several weeks. To avoid going into temporary quarters, the Exchange will have only a two hours' session daily, allowing the rest of the day for repairs.

President Carter, of the Chicago Board of Trade, has appointed the following members a committee to attend the Omaha Exposition on Illinois day: William Nash, W. L. Kroeschell, J. G. Snyder, I. P. Rumsey, George E. Marcy, Fred Martin, B. G. Edgerton, W. S. Booth, S. C. Scribner, S. H. Warren, E. L. Glasser, Gilbert Montague, E. B. Baldwin, L. Everingham and C. G. Case.

A dispute between the Fifth National Bank and the Big Four Elevator Company was considered by the Board of Directors of the Cincinnati Chamber of Commerce recently. The grain committee had previously decided in favor of the bank in the matter that involved freight charges on a car of oats, as no mention of such charges appeared on the receipt. The Board decided that the committee had no jurisdiction, as, while the bank had, the elevator company had not voluntarily submitted the matter for adjustment by the committee. Unless the matter is settled by arbitration, it will probably be taken into court.

Some time ago the Imperial Mill Co. of Duluth purchased a car of wheat from the Northwestern Elevator Co. It was weighed out of a Minneapolis elevator, by state weighmen, as 1,000 bushels. When weighed into the mill elevator, by state weights also, it was reported short 357 bushels. As the wheat was run into a bin containing a known quantity of wheat, the elevator company requested a re-weighing, which showed a shortage of only 132 bushels. The elevator company caused the matter to be placed in the hands of the arbitration committee of the Duluth Board of Trade, where it was vigorously contested. The evidence showed that a shortage had occurred due to a center pin leak, and the board of arbitration found in favor of the mill company. The board of appeals has just sustained this finding.

The Kansas City Board of Trade has decided to give up its present quarters on account of the alleged failure of the owner of the building to sell the same to the Exchange per a previous agreement. A lease of the Temple Building has been taken and the Exchange and many of the members' offices will be removed to it as soon as it is put in shape. It is a modern building and located nearer the business center. It seems to be the desire of the Exchange to own its building at as early a date as possible. Since the decision by the Board of Directors to move to the new building was made an almost endless controversy seems to have arisen.

There has been talk of a settlement with the owner of the present building, and the organization of a grain exchange to occupy the building providing the directors did not rescind the new lease. Other members, dissatisfied with not securing offices in the new building, have threatened to secure an injunction prohibiting the directors from carrying out the new lease.

## Fires - Casualties

A. Marlott & Co.'s grain elevator at Covington, Ind., suffered a small loss by fire on June 7.

C. E. Nichols & Co.'s grain elevator at Lowell, Ind., was destroyed by fire on June 7. Insurance \$2,500.

A granary containing about 5,000 bushels of grain, at South Finch, Ont., was destroyed by fire May 13.

Geo. F. Gerlach & Co.'s elevator at St. Johns, Ind., was burned on June 10. The loss is said to be large, with no insurance.

Henderson & Johnson's warehouse at Pittsburg, Pa., containing among other things a considerable quantity of grain and hay, was burned May 29.

The North Dakota Elevator at New Rockford, N. Dak., was burned on May 10. Loss on building and contents said to be \$16,000, and insured for \$10,000.

Stewart Bros' mill and elevator which was burned last month at Philo, Ill., had an insurance of only \$1,000 on buildings, which does not cover half the loss.

N. K. Simmons & Co.'s grain elevator at Rice, Minn., was burned to the ground on May 26. It contained 2,000 bushels of grain, and the loss is said to be \$10,000, fully covered by insurance.

A spark from a locomotive set fire to the roof of the Waukesha, Wis., Grain & Produce Co.'s elevator on June 3. It was extinguished by means of a garden hose before the arrival of the fire department.

E. & H. Miller's elevator at Hanover, Kans., was saved from complete destruction on May 27 by good work of the local fire companies. Considerable damage was done. The fire started in a pile of corn cobs in the engine room.

After three and a half months' continuous service the fire department of St. Louis withdrew from the ruins of the Union Elevator which was destroyed by fire on January 25. The force had been cut down from time to time until during the last 5 weeks but 2 men and a single line of hose remained on duty.

Lightning struck the Peavey grain elevator at Sibley, Iowa, on May 20, and started a fire in the cupola. Mr. McFarland, the elevator manager, and others, ran to the top of the building with buckets of water. Fire engines also were quickly on the spot, and the fire was extinguished in short order.

A violent tornado struck Ogdensburg, N. Y., on the evening of June 12 and unroofed the elevator of the Ogdensburg Transit Co. The heavy rain, together with the water which escaped from the broken standpipes in the building, in which a constant pressure is maintained, flooded the bins. The building contained 820,000 bushels of corn and oats.

At Cokato, Minn., on June 4 the elevator belonging to the St. Anthony and Dakota Elevator Co. and about 4,000 bushels of wheat were destroyed by fire. The fire is supposed to have started from sparks from a passing freight train. The elevator had been bargained for by the new Farmers' Elevator Co., but the sale had not been completed. The latter company will therefore build a new house.

The elevator at State Line, Ind., owned by Sam Finney of Attica, was burned May 31. The fire is supposed to have originated from the friction of a shaft in the basement. The house contained 10,000 bushels of corn, and 2,000 bushels of oats. The building was comparatively new, and power was furnished by a gasoline engine. The loss is placed at \$6,000, with an insurance of \$3,500. The plant will probably be rebuilt soon.

The two elevators located at Thirty-fifth Street and Stewart Avenue, Chicago, and known as the Sibley Elevators A and B, were the scene of a fierce fire on May 26, while being operated by the night force. These houses were purchased less than a year ago by Luther M. Fairbanks of Mansfield, Ill. The fire started in or on Elevator A, which was entirely destroyed. It spread to Elevator B, and did considerable damage. The total loss is said to be about \$25,000, and there was \$13,500 insurance on buildings and machinery. The grain destroyed was 8,000 bushels of corn and 10,000 bushels of oats.

The small hopper scales at terminal points must go.





If clover is not a tame grass, what is it?

The total hay exports of the Argentine Republic for the first quarter of this year were 157,561 bales, against 199,772 bales last year.

W. H. Cary & Co., dealers in hay, lime, salt, etc., at Bad Axe, Mich., will build an additional warehouse alongside their elevator.

Orin Longworth of Van Wert has purchased an interest in the hay business of Hart Bros. at Hicksville, Ohio, and has moved to that town.

Evidently the hay crop situation in California is improving somewhat, as it is reported that alfalfa hay is being sold at Santa Ana for \$8 a ton.

Remember the 9th of August. On that date occurs the opening session of the next annual meeting of the National Hay Association at Buffalo, N. Y.

An Arizona newspaper says the Salt River Valley in that state will this year produce 400,000 tons of hay, which will bring into that country \$2,800,000.

Three carloads of new hay reached the Kansas City market on May 30. It was prairie hay of nice color, and was the first of the season at that market.

J. H. Quaintance, the hay dealer at Bucyrus, Ohio, who recently moved there from McGuffey, has been scouring his territory for hay to fill a government contract.

Among the contents of the Henderson-Johnston Storage Company's large warehouse at Pittsburg, Pa., which was destroyed by fire May 29, was a large quantity of hay.

Receipts of hay at Seattle, Wash., are heavy, as farmers are trying to get rid of their old hay before the new comes into the market, which is usually about July 10 at that place.

The S. Foster Co. has been incorporated at Chicago to deal in hay, grain, etc. Its capital stock is \$1,000, and the incorporators are Seward Foster, Fannie Foster and Levi Sprague.

Thus far this year the combined receipts of hay at New York, Philadelphia, Baltimore, Cincinnati, St. Louis and Chicago have increased 26,588 tons over the same period of last year.

Uniform rules and grades in all markets is one of the desirable things the National Hay Association is trying to bring about. If you wish to help along this movement, send in your application for membership to F. F. Collins, secretary, Cincinnati, Ohio.

The Winnipeg Commercial says the farmers are being advised to hang onto their hay, but that there is very little of the old crop to hang on to, as it has all been bought up, as the report goes, by the Honolulu representative of the Jardines of San Francisco.

This cool, wet spring means a heavy crop of hay; but with mows filled with old hay that will bring not much more than enough to pay for drawing it to market, the farmers do not enthruse over their green meadows as much as they might.—Farm Implement News.

It is said that the high price of hay and grain and the low price of raisins have led horsemen at Fresno, Cal., to experiment with a cheap grade of the latter as horse feed. The results are reported as being in every way satisfactory. Raisin horses on this kind of feed is certainly novel.

Don't blame the receiver because he can't pay the highest price for a hay mixture that you considered best for the horse. He can't spend his time in the interests of the horse, so you might as well send him hay that will suit the eyes of the buyer and leave the stomach of the horse to his master.

The hay dealer who goes to Buffalo on August 9 to attend the National Hay Association meeting, can count on having a good time if he allows himself to be taken in charge by the local reception committee. The program certainly combines pleasure with business in a very satisfactory ratio for warm weather.

Mr. F. F. Collins, secretary of the National Hay Association, in a recent newspaper interview, said: "I don't think it is generally known that the money value of the hay crop in the United States is greater than that of wheat or cotton, and is exceeded only by corn. The hay crop of 1897 reached a value of

more than \$500,000,000, and the crop of 1896, according to statistics presented at the convention in Pittsburg last summer, if baled and loaded into the cars, 10 tons to a car, would make a train that would reach from Boston to San Francisco 13 times; in other words, 39,000 miles of freight cars.

At Allahabad, India, 8 cuttings of grass are taken in a season from good manured land, the total weight varying from 15 to 40 tons. It is said that a native hook resembling a scythe blade is preferred to a mower drawn by bullocks, as its clean cut is less injurious to the stubble than the clipping action of the mower, which reduces the number of cuttings from 8 to 2. There are many valuable species of native grasses, and frequent cuttings develop a fine quality of hay.

Some New England farmers and shippers of hay to the Boston market have complained recently because they did not receive anything like the prices quoted in that market for No. 1 and choice grades. The reason for this is explained in the New England Farmer by some Boston commission merchants who say that there is only a small quantity of hay received that will bring say \$15 or \$16, while large quantities have been selling down to \$13, and even \$8 or \$9. The New England farmers cannot get the highest prices because really no hay of the finest quality is raised in that section, particularly during last year. The hay that commands the highest prices there must be nearly all timothy, long, clean, well-cured, of a bright natural color, and well baled in large bales.

Some Santa Barbara horses have already made the acquaintance for the first time of timothy hay. This is being shipped in, in medium sized bales, coming all the way from Kansas. Alfalfa hay from New Mexico, Arizona and the wet belts of California is also brought in by the trainload. Barley, wheat and oat hay from the same sections, and from Oregon, is also being sold here, but the prices for any kind range from \$18 to \$25 per ton. It is probable that hay and feed will go no higher, as the railroads have given low freight rates and shipments can be made very reasonably. As most of the old horses have been disposed of, the demand for feed will be much less than usual; and as the new crop of this county will be in the neighborhood of 2,000 tons of hay, there will be, with the importations constantly being made, sufficient fodder to keep the Santa Barbara horses alive until another season.—Santa Barbara (Cal.) Express.

#### REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the last four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending May 21 the receipts were 4,369 tons, against 3,786 tons the previous week. Shipments for the week were 193 tons, against 268 tons for the previous week. A rather quiet demand was experienced throughout the week. The arrivals were larger and the local demand was less urgent. Inquiry for shipping was also restricted. Sales of Choice Timothy ranged at \$10.00@12.00; No. 1, \$9.50@10.75; No. 2, \$8.50@9.50; Not Graded, \$7.50@9.00; Choice Prairie, \$10.00@12.00; No. 1, \$8.00@10.00; No. 2, \$6.75@7.00; No. 3, \$6.00@6.75; No. 4, \$4.50. Rye straw sold at \$6.00@6.50, wheat straw at \$5.00, and oat straw at \$5.00@5.25.

During the week ending May 28 the receipts were 4,279 tons, against 4,369 tons the previous week. Shipments for the week were 336 tons, against 193 tons for the previous week. The arrivals during the early part of the week were only moderate and a fair local inquiry existed. There was also a little more doing on shipping account. A steady feeling prevailed, and prices remained unchanged. Later the demand fell off very materially, and a rather dull market was experienced. Sales of Choice Timothy ranged at \$10.50@11.50; No. 1, \$10.00@10.75; No. 2, \$8.50@9.50; No. 3, \$8.00; Not Graded, \$7.00@10.00; Choice Prairie, \$10.00@11.75; No. 1, \$8.25@9.00; No. 2, \$6.75@7.25; No. 3, \$5.50@6.00; No. 4, \$5.00. Rye straw sold at \$6.50@7.00, wheat straw at \$5.00, and oat straw at \$5.00.

During the week ending June 4 the receipts were 5,336 tons, against 4,279 tons the previous week. Shipments were 305 tons, against 336 tons for the previous week. A quiet and dull market was experienced throughout the week. The arrivals were large and the demand was light, buyers taking hold sparingly. There was very little inquiry for shipment. Sales of Choice Timothy ranged at \$10.00@11.50; No. 1, \$9.50@10.00; No. 2, \$8.25@9.00; No. 3, \$7.00@8.00; Not Graded, \$7.00@10.25; Choice Prairie, \$10.50@11.50; No. 1, \$7.50@8.50; No. 2, \$6.00@7.00; No. 3, \$5.00@5.75; No. 4, \$4.50@5.00. Rye straw sold at \$5.50@6.50, and wheat straw at \$5.00@5.50.

During the week ending June 11 the receipts were 5,165 tons, against 5,336 tons for the previous week. Shipments were 345 tons, against 305 tons for the previous week. The daily arrivals were large, and consignments accumulated on the tracks, the demand being light from all sources. New hay began to arrive, but it also sold slowly. Sales of Choice Timothy ranged at \$9.75@10.50; No. 1, \$8.50@10.00;

No. 2, \$7.00@8.50; Not Graded, \$7.00@9.50; Choice Prairie, \$9.00@11.00; No. 1, \$8.50@9.50; No. 2, \$5.50@7.75; No. 3, \$5.00@6.25; No. 4, \$4.00@4.50; No Grade, new, \$2.00@3.50. Rye straw sold at \$5.00@6.50, wheat straw at \$4.50@5.00, and oat straw at \$4.00@4.50.

#### SPONTANEOUS COMBUSTION OF HAY.

Spontaneous combustion as an assigned cause for fire has by many been looked upon with suspicion rather than as a rational explanation for an event otherwise inexplicable. Indeed, many persons are inclined to question the theory in toto. There seems no doubt, however, of the fact that spontaneous combustion is possible under certain conditions, which, in fact, are sufficient to account for the creation of fire from natural causes. And as these conditions are quite commonly found in hay barns, a few recent facts adduced on this subject may be of interest.

One of the requisites of spontaneous combustion is moisture—which sounds like a paradox; but those who have had experience with the preservation of perishable goods in storage, even in cold storage, have come to recognize the fact that moisture is more destructive than even a high temperature. The secret of the matter is, that the moisture develops fermentation or fungus growths, even at a low temperature, which would not obtain at a much higher temperature in a completely dry atmosphere.

Referring to hay, a correspondent of the Michigan Farmer, who confesses himself to have been a skeptic on this question, cites some facts of his own experience which have led him to change his mind. For example, having packed a hay barn very full of heavy, green oats, none very dry, cut for hay in 1896, a very wet season, he found, even when the barn was only partially filled, evidences of great heat, apparent from the streams of vapor escaping from the surface of the mow like steam; even the supporting timbers were hot to the touch. As this hay was fed out in 1897, although there were, generally speaking, no direct evidences of fire, a part of the hay was brown, not to say black, and had an acid taste, thus looking and tasting like ensilage. In the following summer, the same mow was filled with clover and alfalfa, which on being taken out this spring showed evidences of fire, the straw being black and brittle, like carbonized hay. Again he found blackened and carbonized cornstalks also, which had gone into the mow along with the hay.

It is true, no fire appeared at any time in the barn in question; but it also appears that the correspondent referred to did the sensible thing in letting the hot mass lay undisturbed in the mow, which procedure apparently served two purposes, first, in preventing air from reaching the seat of the extreme heat, and second, in suffering the mass above to smother what fire may have occurred at the bottom of the mass. Those who have had occasion to make a bonfire of refuse of this sort will remember how the stuff burns, needing to be stirred up frequently to burn freely, and see the force of the reasoning.

Of course, these conditions of mass do not always obtain, as in cases where small, thin piles of old hay, chaff and similar refuse of the hay barn, or the abandoned straw, hay and sawdust found in empty ice houses are allowed to accumulate. These, becoming damp, begin to ferment, developing heat and carbonic acid gas, which, coming in contact with the oxygen of the air, may cause spontaneous combustion. That this does not always happen is true, and the reasons for such failure may be more or less numerous—it is difficult, or at least generally unnecessary, to account for things which do not occur; but those cases in which ignition does take place are frequent enough to give force to the suggestion that if one wants to avoid entirely any danger of the thing occurring on his premises the best thing to do is to keep hay barns and sheds clean and dry. Keep hay dry, in the first place, then when a barn or shed has been emptied, sweep out all the refuse and get rid of it, and there will be little danger of fire from spontaneous combustion.

#### OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

W. E. Caldwell, Louisville, Ky.  
F. D. Stevens, Purcell, Ind. Ter.  
C. H. Adams, of E. H. Pease Mfg. Co., Racine, Wis.  
B. F. Ryer, Secretary Huntley Mfg. Co., Silver Creek, N. Y.  
D. S. Beals, Superintendent Detroit R. R. Elevators, Detroit, Mich.  
F. E. Lehman, representing The J. B. Allfree Mfg. Co., Indianapolis, Ind.  
Wm. Ebert, representing The J. B. Allfree Mfg. Co., Indianapolis, Ind.  
A. F. Shuler, Minneapolis, Minn., representing Huntley Mfg. Co., Silver Creek, N. Y.

In some localities all conditions are favorable to an unusually large crop of weeds.



## Court Decisions

### Liability for Injury at Elevator.

One who leans against a railing of a platform connected with a grain elevator is held, in *Kinney vs. Onsted* (Mich.) 38 L. R. A. 665, to have no right of action for injuries caused by the breaking of the railing, as he was putting it to a use for which it was not intended.

### Collateral Security for Advances.

Where one deposited a note with a commission merchant as collateral security for advances to be used in the purchase of goods, to be consigned to him for sale, and advances made pursuant to the agreement, thereafter, and while the agreement was in force, a creditor's bill was brought against him, and the commission merchant was served with process, in order to subject the note as assets in his hands. As to advances made in good faith before suit was brought, he was entitled to hold the note as collateral for their repayment, whether they were used for the purchase of the goods or not.—*Brooks-Waterfield Co. vs. Brookover*, Circuit Court, S. D., Ohio, 55 Fed. Rep. 899.

### Minnesota Warehouse Law Declared Invalid in Part.

In the District Court at St. Paul on June 3 Judge Bunn decided that the Minnesota State Railroad and Warehouse Law was unconstitutional as regards the provision putting private grain warehouses and elevators under the control and subject to the rules of the commission. The following are the conclusions of law in the judge's opinion:

Laws of 1895, Chapter 148, by its terms applies to elevators and warehouses in which only the grain of the owner is received, stored, shipped or handled, as well as to elevators and warehouses in which the grain of the public is received, shipped or handled for hire.

Laws of 1895, Chapter 148, construed as above, is unconstitutional and void in so far as it attempts to declare warehouses and elevators in which only the grain of the owner is received, stored, shipped or handled public elevators, and declaring such elevators and warehouses to be under the supervision and subject to the inspection of the railroad and warehouse commission, and in so far as it attempts to apply to such elevators and warehouses; said law when so applied does not constitute a proper lawful exercise of the police power, and is conflict with and repugnant to section 1, article 14, of the amendments to the constitution of the United States and to section 1, article 1, of the constitution of the state of Minnesota.

Laws of 1895, Chapter 148, except as it applies or purports to apply to elevators and warehouses in which the grain of the owner only is received, stored, shipped and handled, is constitutional and valid, being a proper and lawful exercise of the police power of the state.

### Note Given for Losses in Speculation Cannot Be Recovered.

One dealing with a firm of stock brokers turned over to them a note as collateral security for the payment of losses that might result from his stock transactions, and the note was subsequently negotiated by the firm to an innocent purchaser, for the payment of such losses. The Supreme Court of Pennsylvania held that the party giving the note could not maintain a bill in equity to recover it on the ground that the transactions in which the losses were incurred were gambling operations. The court said: We are unable to see how we can interfere with the transactions between these parties, which have been closed. It does not matter, so far as the legal effect of payment is concerned, whether the loser in a gambling transaction pays his losses in cash or in negotiable securities. He cannot recover what he has voluntarily paid in either case. The winner could not have recovered from him by an action at law if he had refused to pay, nor could he recover back from the winner the money or security paid by him to cover his losses. The law will leave both parties where it finds them, and will afford help to neither. This security so delivered was negotiable, and has been actually negotiated by the firm for the payment of the very losses for which it was pledged to them. What we are asked to do is to compel its return, because it was held by the firm for a gambling debt. This we cannot do. Having provided for the payment of his losses, and the note put in the hands of the firm for that purpose having been negotiated to one who bought for full value and without notice, the complainant is in the position of any other loser who has paid his losses. Give him the full benefit of his position, and treat the stock transactions as all illegal, a mere wager on the course of the market, we can see no way in which a chancellor can help him to regain what he

has lost.—*Albertson vs. Laughlin*, 34 Atlantic Reporter, 216.

### Common Carrier—Warehouse Policy.

A common carrier stored in its elevator the grain of its shippers, awaiting transshipment, and procured twelve policies of insurance on such grain. The plaintiff's policy covered only the liability of the carrier to the shippers. The other eleven policies were issued to the carrier "on grain their own or held by them in trust, or on commission, or sold but not delivered." The grain was lost by a fire occasioned by the negligence of the carrier. Held, That the carrier was, in case of loss, entitled to recover in its own name on the eleven other policies, holding in trust for the shippers all in excess of its own claims on the grain; but, as the carrier was liable to them for the loss, it would hold all of the amount recovered on its own claim, and, when it paid the amount to the shippers, would do so, not as trustees, but in satisfaction of its own liability to them. Under these circumstances, the eleven policies covered only the liability of the carrier to the shippers, the same as did the policy issued by the plaintiff; and, the total amount of insurance being greater than the amount of loss, each of the twelve policies must contribute ratably with the others; and, after each has so contributed, the plaintiff is not entitled to be subrogated to the carrier's rights against the other eleven companies. [Judgment for carrier below. Here affirmed against insurance company.] *Home Ins. Co. vs. Minneapolis, St. P. & S. S. M. Ry. Co. et al.* (Minn. S. C.), 74 Northwestern Reporter (Feb. 26, 1898), 140.

### Measure of Damages Recoverable for Refusal to Receive Wheat.

Where there has been a breach of a contract for the sale of wheat or other grain, by way of refusal to accept the same, it is a material question whether or not the property in the grain had passed to the buyer at the time of the breach of which the seller complains.

If, upon the facts disclosed, it could be said that the property in the grain was not transferred to the buyer, but remained in the seller, the latter would have his right of action for the refusal of the former to accept the grain, and the measure of damages would be the difference between the contract price and the market price at the time and place when and where, under the contract, he should have accepted, but refused to do so. It would make no difference in such case whether the seller retained in himself the possession of the grain never delivered to the buyer, or sold it to a third person. If he resold it, the price received at the resale would not determine the amount of damages recoverable from the rejecting original buyer. The seller could resell when and where he might please, and for whatever price he might be willing to accept. He could recover, and could only recover, the loss, if any, measured by the difference between the contract price and the market price, as above stated.

But the Appellate Court of Indiana, which makes these statements of law, in *Dill vs. Mumford*, 49 N. E. Rep., 861, had before it what it pronounced an executed sale, or one in which the property had been passed to the buyer. Here, the buyer, by his order to the sellers, accepted a carload of wheat at a specified price, to be billed to the buyer's order. The court says that he thus authorized the sellers to ship the wheat to him by railway carrier. The sellers delivered the car of wheat to the usual railway carrier; caused it to be billed, not to themselves, but to the buyer's order; and sent the bill of lading to the buyer, who received it. This, it declares, fully completed the performance of a contract of sale on the part of the sellers.

If the wheat was of the kind, quality, and quantity ordered, the buyer had no right, the court holds, to claim that there had been no delivery, and the sellers, as against the buyer, had the right to claim that there had been a delivery of wheat according to the contract. Upon a breach of contract, by a rejection of the wheat under such circumstances, the court says that the sellers would have the right to treat the wheat as the property of the buyer, and to maintain an action against him for the contract price.

For the sellers to retake possession and resell the wheat and acquire the right to maintain an action to recover as their resulting loss the difference between the contract price and the price received by them upon the resale of the wheat, the court holds that it was incumbent upon them to give the buyer notice of the resale. In such case, the seller acts as the agent of the buyer, and takes the grain, and sells it as the buyer's grain; and, having given him notice of the resale, and then having effected it within a reasonable time, and in a manner adapted to realize the real value, the seller may recover from the original buyer the difference between the contract price and that realized by resale. The measure of damages in such case is, not the market price, but the price received; and to bind the original buyer thereby, he must be notified of the proposed resale. The giving of notice is a ma-

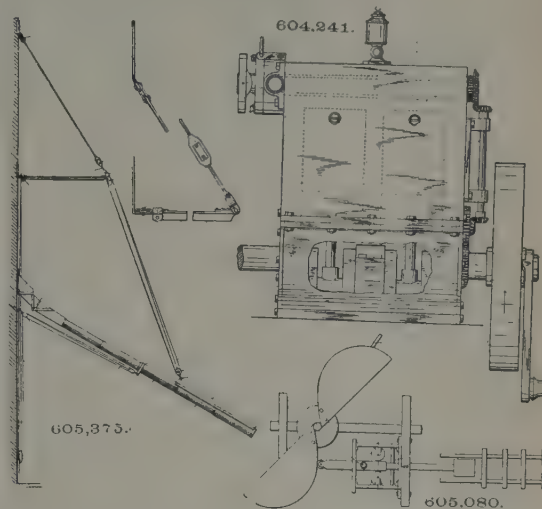
terial element in the cause of action, and it must be stated in the complaint.

## Late Patents

Issued on May 17, 1898.

Baling Press.—Julius H. Holmgreen, San Antonio, Texas. No. 604,324. Filed Oct. 4, 1897.

Gas Engine.—Daniel M. Tuttle, Oneida, N. Y. No. 604,241. Filed Dec. 17, 1896. See cut.



Endless Chain Conveyor.—Wm. F. Hunt, West New Brighton, N. Y., assignor to the C. W. Hunt Co., New York. No. 604,234. Filed Nov. 15, 1897.

Issued on May 24, 1898.

Grain Cleaning and Scalping Machine.—Belford G. Royal, Camden, N. J. No. 604,702. Filed March 22, 1897.

Issued on May 31, 1898.

Grain Carrier.—Alva E. Dewese, Quincy, Ohio. No. 604,822. Filed April 1, 1897.

Grain Treating Apparatus.—Geo. R. Gorham, Chicago, Ill., assignor of one-half to Abel R. Angle, Indianapolis, Ind. No. 604,880. Filed May 14, 1897.

Grinding Mill.—Thomas Cascaden Jr., Waterloo, Iowa, assignor to the Davis Gasoline Engine Works Co., same place. No. 604,853. Filed June 21, 1897.

Issued on June 7, 1898.

Igniter for Explosive Engines.—Oscar Owens, San Francisco, Cal., assignor to the American Type Founders' Co. No. 605,333. Filed Nov. 27, 1896.

Grain Spout.—Albert D. Bellinger, West Superior, Wis. No. 605,375. Filed Nov. 29, 1897. See cut.

Hay Press.—John D. Coxwell, Augusta, Ga., assignor to Harrett Iantha Coxwell, same place. No. 605,080. Filed Jan. 24, 1898. See cut.

### TACOMA'S GRAIN SHIPMENTS.

From a statement of flour and wheat shipments prepared by Secretary Collier, of the Tacoma Chamber of Commerce, it appears that 73 per cent. of the wheat inspected at the three chief points of Washington was examined at Tacoma, the number of cars of wheat received at Tacoma, Sept. 1, 1897, to May 1, 1898, having been 11,012 (8,303,048 bushels) with 4,344 cars (3,275,256 bushels) received at the other two towns, Seattle and Spokane. All grain received at all these points is not, however, inspected.

The total foreign wheat exports from Tacoma for the months named above were as follows: Wheat, 7,313,709 bushels, worth \$5,937,773; flour, 372,375 barrels, worth \$1,376,159; total value of both, \$7,314,932. The flour exports went in greater part to China and Japan. All save seven of the wheat cargoes went to Europe; of these seven, five went to South Africa, one to Siberia and one to Brazil. One cargo of 2,000 tons of wheat went to San Francisco, and thence by rail to New Orleans, there to be reloaded in a neutral bottom for Liverpool. California also took no less than 10,000 tons of Washington wheat from Tacoma during the eight months named.

The heavy rains have modified crop conditions very materially. Reports from Nebraska and Kansas indicate lodged oats.

Beans form one of the staple foods of the common classes of Mexico, and the annual value of the crop exceeds ten million dollars. Guanajuato raised nearly three times as many beans as any other state, the output being worth nearly two and a half millions.



## THE WORLD'S WHEAT CROP.

The 1897 crop of wheat is estimated at 2,139,549,168 bushels, against an average yearly crop for five years—1893-97—of 2,471,220,834 bushels. In 1894 the crop reached 2,676,651,000 bushels. The 1897 crop is the smallest harvested since 1890. The yield 1897 is credited to the following countries:

	Bushels.
North America .....	590,149,168
South America .....	82,000,000
Europe .....	1,113,400,000
Asia .....	285,000,000
Australia .....	37,000,000
Africa .....	32,000,000

During the past five years the United States has furnished 18.46 per cent. of the world's total crop.

The United States ranks first as a grower of wheat; Russia in Europe, second; France, third, comparing with other leading wheat-growing countries producing over 40,000,000 bushels, as follows:

	Average for five years. Bushels.
United States .....	456,267,034
Russia in Europe .....	376,823,800
France .....	309,999,600
British East Indies .....	228,539,800
Austria-Hungary .....	188,562,000
Italy .....	116,600,000
Germany .....	107,004,000
Spain .....	94,816,800
Russia (Asiatic) .....	80,776,000
Argentina .....	61,000,000
Rumania .....	54,081,000
United Kingdom .....	53,707,000
Dominion of Canada .....	49,134,400
Turkey in Asia .....	48,600,000

Baltimore claims to be the second largest grain export city in America, and that her port charges and shipping expenses are less than any other city on the Atlantic seaboard.

A record for fast loading was made a couple of weeks ago at the Globe Elevator, West Superior, Wis., when the steamer Queen City took on a cargo of 185,000 bushels of wheat in 180 minutes.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

## ILLINOIS ELEVATOR FOR SALE.

For sale, an Illinois elevator situated in a good corn and oats country. Only elevator. Ships 300 cars per year. Address

D. W. E., Box 6, American Elevator and Grain Trade, Chicago, Ill.

## WEBSTER BELT CONVEYOR.

For sale, cheap, one Webster 24-inch Belt Conveyor, 120 feet, complete with automatic trip; adapted for handling grain and all other dry materials. For full particulars address

J., Box 11, care "American Elevator and Grain Trade," Chicago, Ill.

## ELEVATOR FOR SALE OR TRADE.

Will sell, or trade for a good farm, my elevator well supplied with the necessary machinery for shelling, cleaning, grinding and handling all kinds of grain. Located in the heart of the corn belt. Address

W. J., Box 6, "American Elevator and Grain Trade," Chicago, Ill.

## ILLINOIS ELEVATOR AND MILL.

Will sell, rent or exchange for a good farmmy mill and elevator, doing a good business, and located in fine agricultural country in Central Illinois. Will give easy terms. Reason for selling, old age. Address

M. & E., Box 2, "American Elevator and Grain Trade," Chicago, Ill.

## HAY WAREHOUSE AND BALER.

For sale, hay warehouse, 100x52 feet; steel roof and siding, located on well improved lot containing baler, engine house, scales, office, etc. Warehouse will hold 1,000 tons baled hay. Good locality and shipping point. Will be sold very reasonable. Address

CENTRAL OHIO BALING CO., Canal Winchester, Ohio.

## ELEVATOR WITH ESTABLISHED BUSINESS

For sale, elevator located at Hawarden, in Northwestern Iowa. Splendid agricultural district. This is a good chance to step into an established grain business at a reasonable price. Capacity 10,000 bushels. Horse power, and a money maker. Good reasons for selling. Address

JOHN H. DOWNING, Hawarden, Iowa.

## ELEVATORS FOR SALE.

For sale, a line of six elevators on the Republican Valley Branch of the U. P. R. R. extending south from Lincoln, Nebr., through an excellent grain-producing region. Will be sold together or separately, as desired. In good repair and fine working order. Will be sold on easy terms. Apply to

E. P. BACON & CO., Milwaukee, Wis.

## ELEVATOR FOR SALE.

Located at Howard, S. Dak., on the main line of the Southern Minnesota Division of the C., M. & St. P. Ry. in a fine grain producing territory. Elevator is well built and in good repair. Has a capacity of 18,000 bushels; feed grinder; 20-horse power gasoline engine, and wagon dump. Price low, and terms to suit. Apply to

E. P. BACON & CO., Milwaukee, Wis.

## TWO ILLINOIS ELEVATORS.

One on C. G. W. Ry., capacity 12,000 to 15,000 bushels; 22-foot scales with wagon dump and fanning mill. One on C. M. & St. P. Ry., 12,000 to 15,000 bushels. Equipped with steam power, grinder, corn sheller and fanning mill; 22-foot scales with wagon dump, also outside scales. Will sell one or both at a bargain. Everything is in good repair. Address

J. J. WHITE, Stillman Valley, Ill.



## GRAIN BAGS—BURLAPS.

All kinds of Bags,  
New and Second Hand.

ORDERS FILLED PROMPTLY.

W. J. JOHNSTON,

Factory and Office,  
182 Jackson Street, CHICAGO

## ROOFING AND SIDING.

## The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing,  
Corrugated Iron,  
Siding and Metal  
Ceiling.

SEND  
FOR CATALOGUE

Write us for Catalogue and  
Low Prices on best

STEEL ROOFING, CORRUGATED IRON, ETC.

We are large manufacturers of these goods and can save you money.

SYKES STEEL ROOFING CO.,  
611 So. Morgan St., Chicago, Ill.,  
and Niles, Ohio

## Locations for Industries.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the Company's lines.

The Company has all its territory districted in relation to resources, adaptability and advantages for manufacturing, and seeks to secure manufacturing plants and industries where the command of raw material, markets and surroundings will insure their permanent success.

Mines of coal, iron, copper, lead and zinc, forests of soft and hard wood, quarries, clays of all kinds, tanbark, flax and other raw materials exist in its territory in addition to the vast agricultural resources.

The Chicago, Milwaukee & St. Paul Railway Company owns 6,168 miles of railway, exclusive of second track, connecting track or sidings. The eight states traversed by the Company, Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South Dakota and North Dakota, possess, in addition to the advantages of raw material and proximity to markets, that which is the prime factor in the industrial success of a territory—a people who form one live and thriving community of business men, in whose midst it is safe and profitable to settle.

A number of new factories and industries have been induced to locate—largely through the instrumentality of this Company—at points along its lines. The central position of the states traversed by the Chicago, Milwaukee & St. Paul Railway makes it possible to command all the markets of the United States. The trend of manufacturing is westward. Confidential inquiries are treated as such. The information furnished a particular industry is reliable. Address

LUIS JACKSON,

Industrial Commissioner, C., M. & St. P. Ry.,  
450 Old Colony Building, CHICAGO, ILL.

## E. R. Ulrich &amp; Sons,

SHIPPERS OF

## WESTERN GRAIN,

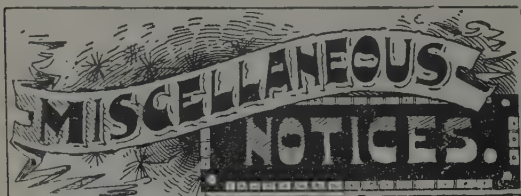
ESPECIALLY

High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,  
SPRINGFIELD, ILLINOIS.

Write for prices delivered. We do not care to make prices south of the Ohio River, on account of the freights.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

## ELEVATOR WANTED TO RENT.

Wanted, to rent a good grain elevator of 10,000 bushels' capacity, in good grain district in Illinois or Iowa. Give particulars.

E. C. SUMNER, Milford, Ill.

## REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

## POSITION AS SUPERINTENDENT WANTED.

Position wanted as superintendent or foreman of grain elevator, either large or small house. Thoroughly understand handling, grading and mixing of grain. Have had ample experience, and can furnish good references. Address

SUPERINTENDENT OR FOREMAN, Box 3, "American Elevator and Grain Trade," Chicago, Ill.

## MACHINERY SALESMAN WANTED.

Wanted, experienced machinery salesman capable of making elevator plans and specifications. Must be thoroughly posted and possess good mechanical ability; also capable of selling general mill, elevator, and steam supplies. A party now holding similar position preferred. State experience, salary, references, etc. Correspondence confidential. Address

MANUFACTURERS, Box 4, care "American Elevator and Grain Trade," Chicago, Ill.



**COMMISSION CARDS.**

[We will not knowingly publish the advertisement of a bucket-shop keeper or irresponsible dealer.]

B. WARREN.

B. WARREN JR.

## WARREN & CO.,

### Grain Commission Merchants,

ROOMS 7 AND 9 CHAMBER OF COMMERCE,  
Peoria, Ill.

**ARMOUR & CO.,**

205 LA SALLE STREET,  
CHICAGO.

**GRAIN BUYERS AND DEALERS.**

F. W. RUNDELL.

ESTABLISHED 1877.

J. E. RUNDELL.

**W. A. RUNDELL & CO.**

We buy, delivered Toledo, or f. o. b. your own track, always paying highest market prices. We also give personal attention to consignments. We were brought up in the business. If you are a consignor send your shipments to us. We guarantee you as good satisfaction as you can get anywhere, and at the lowest possible rates.

Correspondence solicited. Ask for daily market letter.

.....Room 4 Produce Exchange, Toledo, Ohio.

**EDWARD P. MERRILL,**

Millers' Agent.

**Flour, Grain and Mill Feed.**

OFFICE:

2 1-2 Union Wharf, PORTLAND, MAINE.

No consignments wanted.  
Letters Promptly Answered.

I want a good Corn Account.

J. F. ZAHM.

F. W. JAEGER.

F. MAYER

ESTABLISHED 1879.

**J. F. ZAHM & CO.,**

GRAIN AND SEEDS,

TOLEDO, OHIO.

SEND FOR OUR RED LETTER. . .

**F. H. PEAVEY & CO.,**

GRAIN RECEIVERS.

Minneapolis,

Minn.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

**COLLINS & Co.,**

STRICTLY COMMISSION

Grain, Hay and Mill Feed.

**CINCINNATI, OHIO.****SHIP YOUR GRAIN**

—TO—

**P B. & C. C. MILES,**

COMMISSION MERCHANTS,

PEORIA, ILL.

Established 1875.

LIBERAL ADVANCES  
QUICK RETURNS.

REFERENCES:—Commercial Nat. Bank, Peoria Savings, Loan & Trust Co., Peoria.

**COMMISSION CARDS.**

LEMAN BARTLETT.

O. Z. BARTLETT

**L. Bartlett & Son,**

GRAIN AND PRODUCE

COMMISSION MERCHANTS.

**BARLEY A SPECIALTY.**

Room 23 Chamber of Commerce Bldg  
Milwaukee, Wis.

Careful attention given to orders from Brewers, Maltsters and Millers

ESTABLISHED 1867.

Reference: DUQUESNE NAT. BANK.

## Daniel McCaffrey's Sons,

### HAY, GRAIN AND FEED.

CONSIGNMENTS SOLICITED.

PITTSBURG, PA.

A. G. TYNG, JR.

D. D. HALL.

**TYNG, HALL & CO.,****Grain and Commission Merchants**

ROOMS 33 AND 35 CHAMBER OF COMMERCE,

Peoria, Illinois.

Members Chicago Board of Trade.

**JAMES P. SMITH & CO.,**

GRAIN,

417-418 Rialto Building, CHICAGO.

**McKNIGHT & CO.,****Grain Commission Merchants,**

ROOMS 23-245 DISPATCH BUILDING,  
COLUMBUS, OHIO.

CORRESPONDENCE SOLICITED.

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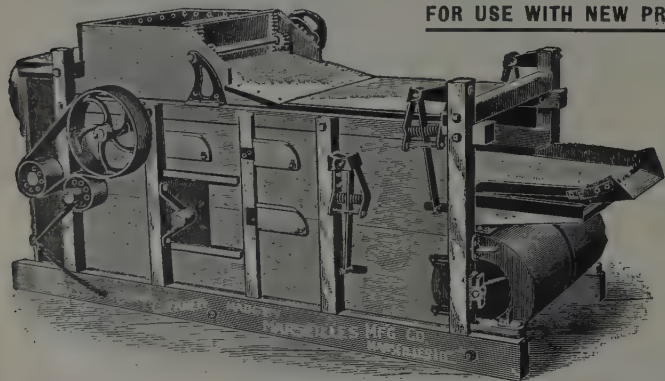
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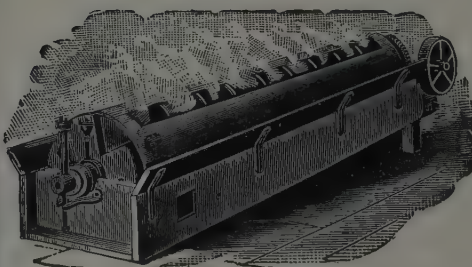
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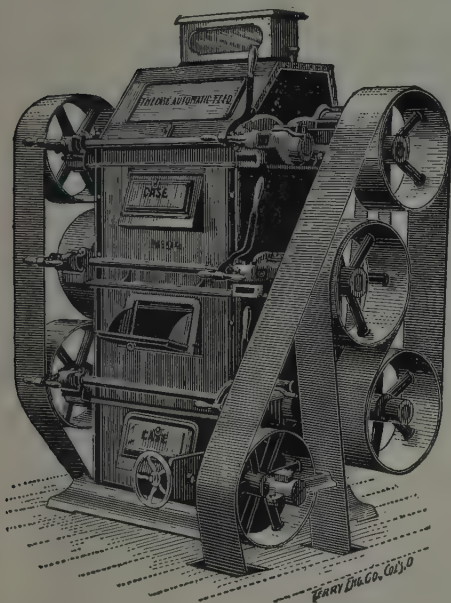


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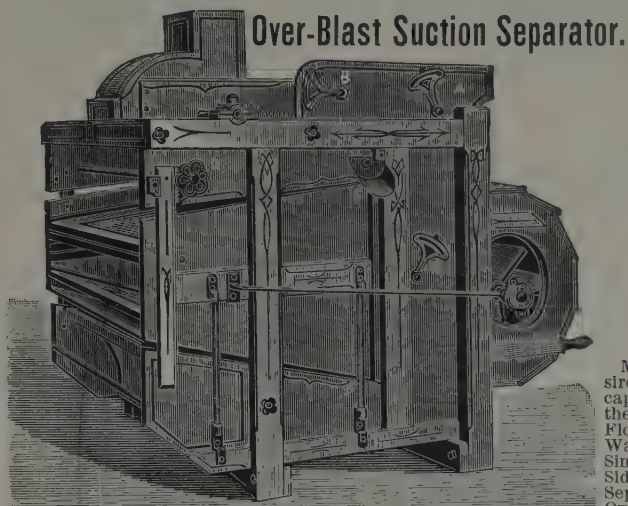
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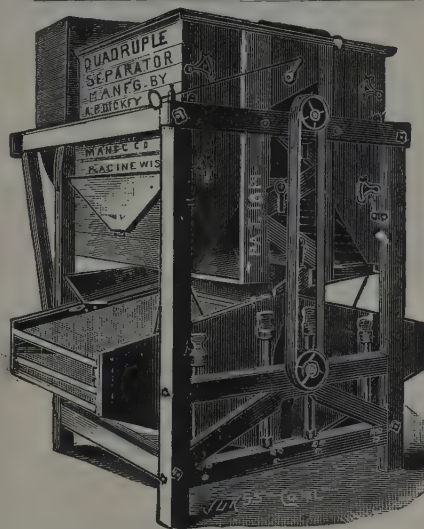
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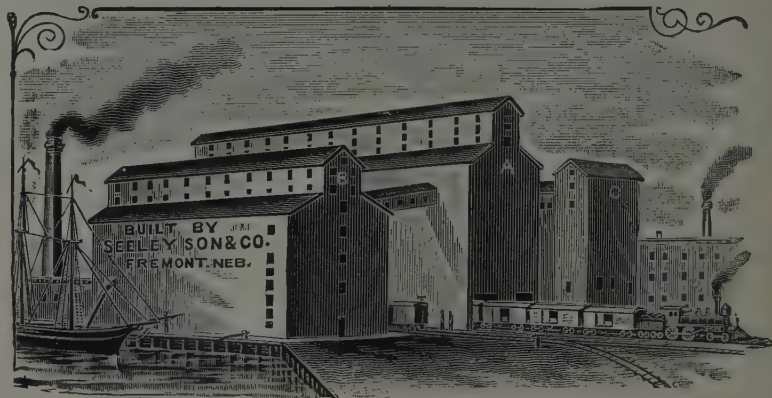
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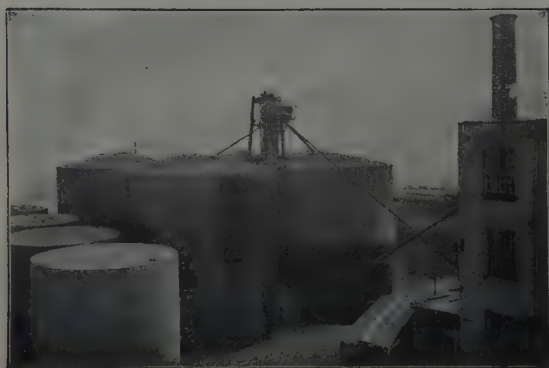
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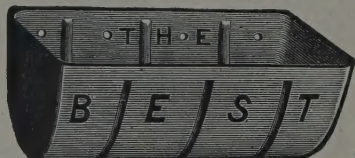
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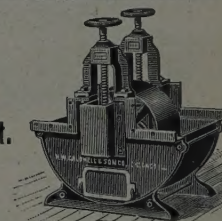
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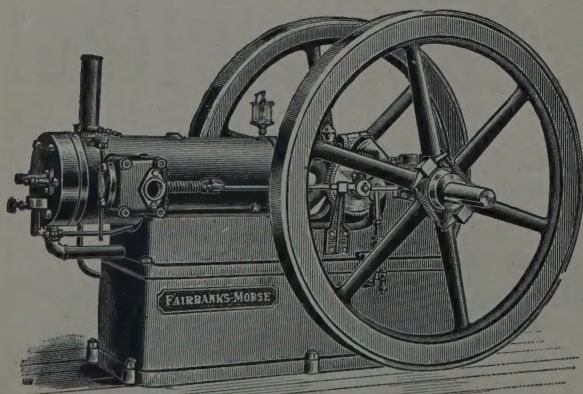
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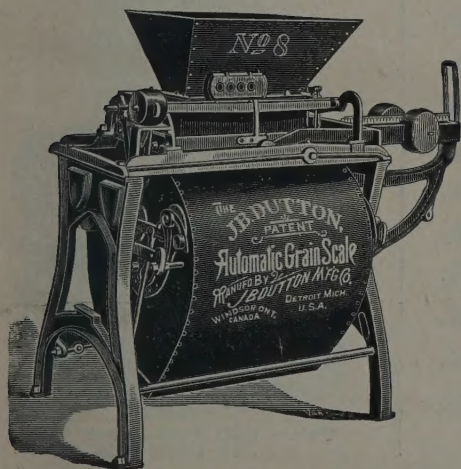


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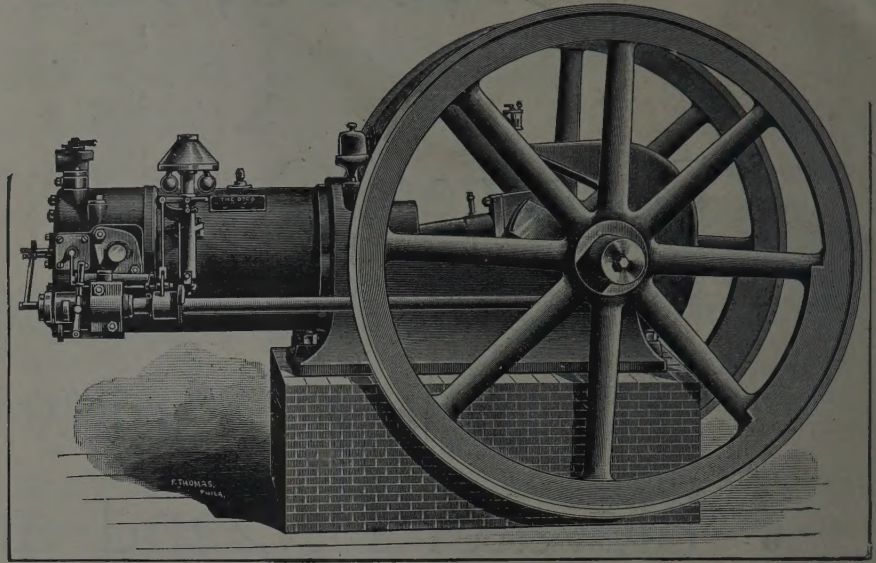
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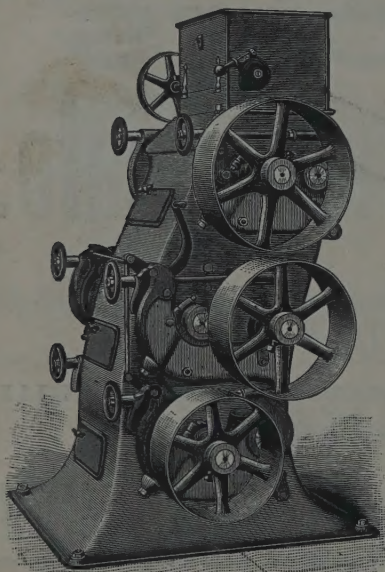


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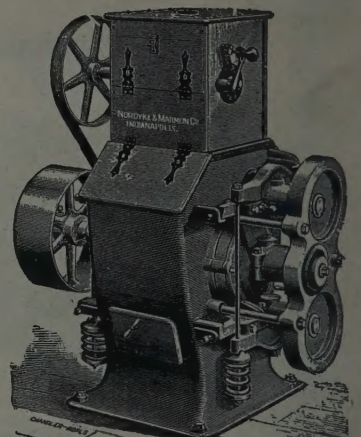


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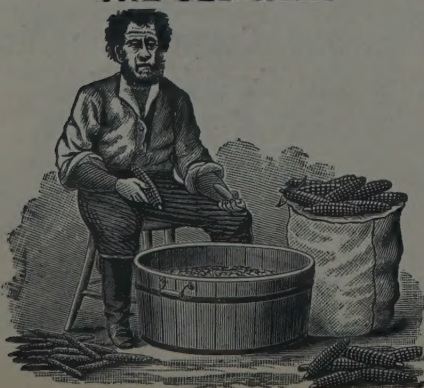
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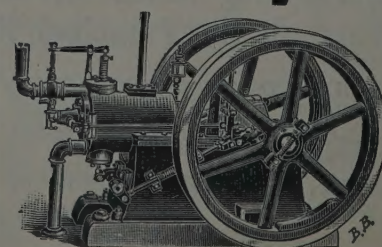
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